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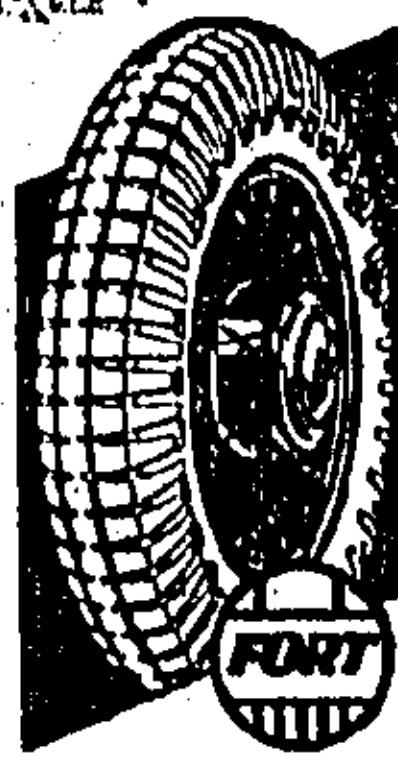
TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/8 13/16.

No. 27,964

HONG KONG, THURSDAY, NOVEMBER 26, 1931.

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LEAGUE PROPOUNDS A SCHEME

DISPUTANTS CALLED ON TO CEASE HOSTILITIES

U.S. SUPPORT

COMMISSION OF ENQUIRY TO STUDY SITUATION ON THE SPOT.

Paris, Yesterday. M. Briand has telegraphed to the Chinese and Japanese Governments calling on them to observe a complete cessation of hostilities.

The League Council is in hope of reaching a unanimous resolution, including Chinese-Japanese conformity to Article XI of the Covenant.

A draft scheme has been drawn up which deals separately with the withdrawal of the Japanese troops within the railway zone and the appointment of an International Commission.

The Scheme. Paris, Yesterday. The substance of the League Council's scheme is as follows:—Resolution of September 30 is recalled and re-affirmed by the two parties, who declare they are solemnly bound by that resolution.

The two Governments, accordingly, are invited to take all steps necessary to secure its execution, so that the withdrawal of Japanese troops within the railway zone, to which the Council attaches the utmost importance, may be effected.

The two parties to undertake to give their respective forces the strictest orders to refrain from any initiative which may lead to further fighting and loss of life, and take all measures necessary to avoid any further aggravation of the situation. It is proposed to appoint a

commission to study the situation, on the spot, and report to the Council on any circumstance which affects international relations, or threatens to disturb peace between China and Japan.

Dr. Sze's Note and Suggestion. Paris, Yesterday.

Dr. Sze has presented a note, based on his latest instructions, in the League Secretariat.

Dr. Sze is very silent as regards his instructions, and is leaving M. Briand to acquaint the members of the Council.

A proposal to establish a neutral zone in the Chin Chow district is made in a message from Dr. Sze published by the Secretary General this afternoon.

U.S. Support and Advice. Paris, Yesterday. America has endorsed the League Council's resolution, and has advised the Chinese and Japanese Governments to accept.—Reuter.

Washington, Yesterday. The United States Government is prepared to support the demand of a neutral commission of enquiry to Manchuria without consideration of the question of the withdrawal of Japanese troops from areas outside the railway zone.

Mr. Stimson has received from General Daves indications that the nations represented at the League Council in Paris are moving towards an agreement on a course of action in regard to the Manchurian crisis.—Reuter's American Service.

RUBBER SCHEME WANTED.

Co-ordinate Supply and Demand.

PRACTICABLE.

London, Yesterday. In the House of Commons today Sir Philip Cunliffe-Lister said he would welcome an effective scheme for improving the conditions of the rubber industry which should be comprehensive, administratively practicable, and effective for the purpose of co-ordinating supply and demand.—Reuter.

Rugby, Yesterday. In the House of Commons today, questions were asked regarding the institution of negotiations with the Dutch Government and British Colonies interested in rubber production with a view to arriving at some means of restricting output, and what measures the Governments of Malaya and Ceylon proposed to assist that industry.

The Colonial Secretary replied that no measures had been proposed by the Governments of Malaya or Ceylon, but he understood some informal discussions had taken place between the various interests concerned.—British Wireless Service.

FINE TO CLOUDY.

The Royal Observatory's report this morning states:—

The anticyclone central over S.E. Mongolia has strengthened and spread southward.

Forecast:—N. E. winds, moderate; fine to cloudy.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1, 75.83 inches against an average of 81.80 inches—deficit 5.97 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	68
Macao	65
Pratas Island	74
Foehow	65
Amoy	65
Chefoo	35
Shanghai	56
Manila	74

NEWS TABLOIDS.

A comprehensive, administrative, practicable scheme, having for its object the resuscitation of the rubber industry, will be welcomed by Sir Philip Cunliffe-Lister (President of the Board of Trade). Its main purpose must be the co-ordination of supply and demand.

Mr. Philip Snowden, with the usual picturesque ceremonial, took his seat in the House of Lords yesterday.

M. Briand has telegraphically called on the Chinese and Japanese Governments to observe complete cessation of hostilities.

The League has drawn up a scheme at last. The disputants are invited to abide by the League's resolution of September 30; instruct their respective forces to refrain from all acts of hostility and aggression; and to await and abide by the report of a neutral commission of enquiry.

America endorses the League's scheme, and has advised the disputants to accept it.

Mr. T. H. Chamberlain, who was the recipient of an anonymous gift of £500 recently, having now purchased a flying machine, expects to start on his flight to China and Japan, via India, on December 19. He may decide, later, to make it a round-the-world flight.

The R.A.F. long-distance monoplane has arrived safely at Marseilles from Malta. She will continue her flight to England tomorrow.

At a meeting of the Federal Structure Committee of the Indian Round Table Conference, yesterday, the Secretary of State for India declared that there was no ground whatever for suspicions that Government had already and irrevocably decided upon a course of action which would be pursued in spite of the decisions of the Conference.

Sir John Simon made important statements in Parliament, yesterday, on the Manchurian situation. They appear elsewhere and should be read.

LOCAL SHARE MARKET.

Features at Opening This Morning.

STEADY TO FIRM.

The official summary issued by the Stock Exchange to-day states:—The market opened steady to firm this morning with buyers for a number of stocks in the list, as will be seen from the buyers' column.

Banks, \$1,575.	Realities, \$12 1/4.
Ewos, \$15.90.	Electricity, \$76 1/2.
Telephones (part paid), \$26 1/4.	Constructions (new), \$2.
Buyers.	
Unions, \$420.	Douglases, \$21 1/4.
Steamboats, \$25.	Shanghai Explorations, \$15.240.
Wharves, \$151.	Providents, (old), \$5 1/4.
Providents, (new), \$2.45.	Lands, \$81 1/4.
Humphreys (old), \$18.	Humphreys (new), \$17 1/4.
Realities, \$12.15.	Ewos, \$15.80.
Tramways, \$21.40.	Star Ferries, \$34.
China Lights, \$27.15.	Electricity, \$76 1/2.
Telephones (part paid), \$26.	Cements (combined), \$19 1/4.
Dairy Farms, \$29.	Watsons, \$16.

(Continued on Page 7.)

(Continued at foot of next Column.)

FOREIGN SECY: ON MANCHURIA

SNOWDEN NOW A PEER.

Takes His Seat in House of Lords.

PICTURESQUE CEREMONIAL.

London, Yesterday. Mr. Philip Snowden, robed in scarlet ermine and leaning on two sticks, took his seat in the House of Lords to-day amid the picturesque ceremonial usually associated with such an occasion. He was escorted by Viscounts D'Abernon and Leigh. There was a large attendance of Peers, Peersesses, Members of the House of Commons and public. Mr. Ramsey MacDonald, Mr. Stanley Baldwin, Mr. Walter Runciman and other Cabinet Ministers watched the ceremonial from the steps of the Throne.—Reuter.

SHOP-LIFTER JAILED.

One of a Gang of Three.

FROM CANTON.

Six months' hard labour was the sentence passed this morning on a Chinese, charged with the theft of a roll of serge cloth from a shop in Wing Wo Street.

Defendant, it was said, was one of a gang of three shop-lifters, who first came under the notice of a detective outside the Wing On Company in Des Vaux Road Central on Tuesday. The gang was followed to the Sincere Company, Lai Wah Company, and then to the cloth shop in Wing Wo Street, where one of the gang was seen to take a roll of cloth as if to examine it, whilst defendant picked another roll from beneath a heap, and tucked it under his (defendant's) long coat.

The detective arrested defendant just as he and the other members of the gang were leaving the shop. The other two managed to get away. Defendant, it was said, admitted to the Police that he had just come down from Canton with "the gang."

FORGED BANK NOTE CASE

That there is a gang of traffickers in forged bank notes at present in the Colony, who are trying to find ways and means of distributing these notes brought from Canton, was revealed by Inspector John Murphy in the Central Police Court this morning, when a Chinese was charged with being in possession of a \$10 bank note purporting to be a genuine issue of the Chartered Bank of India, Australia and China.

Defendant admitted possession, but stated that knowing the note was forged, he intended to give the note back to the person who gave it to him to change, but had not been able to find him.

Inspector Murphy said that yesterday afternoon, acting on information received, district watchmen and detectives went to 288 Queen's Road West, which is a tea house. They found there defendant and three others, one of whom was the informer. In defendant's right breast upper pocket was found the note, inside a pocket book. He had no other notes in

H.K. Amusements, \$19 1/4. Constructions (new), \$2. H.K. Government Loan, \$2 per cent premium. Sellers. Banks, \$1,575. Raubs, \$48. Venezuelan Goldfields, \$2 1/4. Ewos, \$15.80. Constructions (old), \$6.20.

BRITAIN CO-OPERATING IN THE FULLEST WAY

FORCE OF PUBLIC OPINION

FACTS OF THE CASE OUGHT TO BE IMPARTIALLY PRESENTED TO THE WORLD.

Rugby, Yesterday. The Foreign Secretary, Sir John Simon, in the House of Commons to-day replied to several questions relating to the situation in Manchuria.

He said the terms of the proposal which the Japanese delegate made to the League of Nations Council on November 21 were:—

That a League Commission should be sent to study, on the spot, the situation in Manchuria, and in China generally. It would be understood that the Commission would not intervene in direct negotiations between the parties, and would not attempt to interfere with the movements of troops on either side.

The Chinese delegate said he could not commit himself to the acceptance of the proposed Commission until he knew further details.

The idea of the Commission was welcomed in general terms by other members of the Council, including the British representative. The proposal was being carefully studied by the Council.

Sir John added that the British Government was co-operating in the fullest way with the other members of the Council to bring the contesting parties together in an effort to reach an agreed solution.

Opposition to State Views. The Leader of the Opposition, Mr. Lansbury, gave notice that the Opposition would raise the matter on adjournment and state their views.

Open Door Policy. Replying to other questions Sir John Simon said the principle of an open door for international trade in Manchuria was safeguarded by the Nine Power Washington Treaty of 1922. The British Government attached

authority of a collective body, said the Leader of the Opposition, Mr. Lansbury, in raising the question was voicing the feelings of large numbers in Britain, America, and many other countries of the world. He agreed that the League Covenant stood for the principle that whatever might be the merits of any dispute, nations must submit it for peaceful settlement.

The League tried to separate the principle of justice from the principle of force. It had to avoid taking up a position which might seem to prejudice or to condemn. There had been, what he might call, an insoluble problem between China and Japan regarding Manchuria for over twenty years—a problem with many unusual features. The present trouble did not begin with invasion, but by Japan exercising undoubted treaty rights in the railway zone which, after a clash between Japanese guards and Chinese troops in September, led to a serious feature, which was the spread of Japanese forces into different parts of Manchuria.

Sir John described the efforts of the League Council, after the appeal made by the Chinese Government, paying tribute to the co-operation of the United States' Government.

Considerable Dispute

About Facts. Commenting on the present situation, he said the information which had reached him to-day was rather more encouraging. He thought they might now assume that there was no desire by Japan to insist on recognition of dispute treaty rights as a condition of assenting to the League's Commission of Inquiry. It was quite clear that the Commission was not to be, and could not be, any possible reason for postponing or delaying evacuation at the earliest moment, and Japan had never withdrawn her assurance that she would withdraw her troops, at the earliest possible moment consistent with order. There was considerable dispute about facts, and he was convinced that if they got the assent of China and Japan to an impartial inquiry, it would serve the cause of peace. He could not hold out hope of a happy issue out of the trouble in a day or two, but the force of the League depended on public opinion, and it would be of advantage to have the facts impartially presented to the world. He would do the utmost possible, in the name of Britain, to try to secure an early and peaceful end to an alarming situation.—British Wireless Service.

Repeating to other questions Sir John Simon said the principle of an open door for international trade in Manchuria was safeguarded by the Nine Power Washington Treaty of 1922. The British Government attached

the greatest importance to that principle. So far as he knew no damage to British property or a British person had resulted from the Manchurian disturbance, but any practicable steps which might be necessary would be taken.

What League Covenant Stands For. In a debate on Manchuria in the House of Commons to-night, Sir John Simon, who excused himself from making a very detailed statement in view of the delicacy of the question at a time when the League Council was in session and working with the

his possession, but had a couple of ten cent pieces which were genuine. "We anticipated," added Inspector Murphy, "that he might have had more notes, as he is one of a gang of traffickers in forged bank notes, brought from Canton, and distributed in Hong Kong."

The Inspector also said that defendant was formerly employed at the British Phosphate Commissioners Ocean Island. Defendant, from the dock, stated that a friend had offered to sell to defendant, one hundred dollars worth of forged notes, and had also asked him (defendant) to look for ways of disposing of the notes. The case was remanded to Saturday, for defendant to call a witness.

Mr. William Dixon, aged 64, once a champion weight-lifter, collapsed and died after leaving church at Chatham (Kent).

BRITAIN AND INDIA.

No Decision on Policy Yet Taken.

GROUNDLESS FEARS.

Rugby, Yesterday. During a discussion of procedure at the Round Table Federal Structure Committee to-day, the Secretary of State for India, Sir Samuel Hoare, said there was no ground whatever for suspicions that Government had irrevocably decided upon a course of policy contrary to that hitherto adopted in trying to settle Indian constitutional questions by conference and agreement. Government had been incessantly engaged in attempting, quite honestly and with open minds, to gather representative Indian opinion, and interviews between the Prime Minister and leading representatives in the Conference were still proceeding to that end.

"Gandhi raised the question of the situation in Bengal, and Sir Samuel Hoare, who said he did not agree with the picture Mr. Gandhi had painted, added that he had invited him to the Indian Office when they would explain what they believed to be the real state of affairs there. Subject to some minor amendment, the report on Defence and External Affairs was approved this afternoon, and the debate on Financial Safeguards was continued.

Forcing a Debate on India. Rugby, Yesterday. Following the refusal by the Prime Minister, at question time in the House of Commons, to give an undertaking that no state-

AN EXPENSIVE FELT HAT!

Whilst a Chinese was having tea in the Tin Wah Teashop, another Chinese entered and removed a felt from the wall. He was chased by complainant, and finally arrested by two European Police Sergeants.

On appearance before Mr. Grantham in the Central Police Court this morning, defendant was sentenced to six months' hard labour. He admitted a previous conviction for larceny early this year.

POSSESSION AND KNOWLEDGE

MR. HU HAN-MIN.

Shanghai, Yesterday. Hu Han-min has sailed for Hong Kong aboard the Empress of Canada. His final destination is believed to be Canton.—Reuter.

R.A.F. MONOPLANE.

Rugby, Yesterday. The Royal Air Force Long-Range Pairy Napier Monoplane, which is expected to make an attempt on the long-distance record flight before Christmas, reached Marseilles early this afternoon, after a flight of nearly 1,000 miles from Malta. It will continue its homeward journey on Friday.—British Wireless Service.

ment on Government's Indian policy should be given at the Round Table Conference until the approval of Parliament has been obtained. Mr. B. Bracken (Conservative Member for North Paddington) gave notice that he would raise the matter on a motion for adjournment to-night. British Wireless Service.

MOTORISTS THIS IS YOUR PAGE

MOTOR HIGHWAY.

In Honour of George Washington.

Washington, D.C., October 23.
Planned as the most advanced example of modern road construction in the United States, the Mount Vernon Memorial Highway, leading from this city to the ancestral home of George Washington and constructed as a memorial to the first president of the United States and generalissimo of the American Revolutionary Army, will be dedicated in April, 1932. This year marks the bicentennial celebration of the birth of the man who, throughout America, is looked upon as the guiding genius of the War of Independence and the turbulent years immediately following.

Over virtually its entire length of fifteen and one half miles the road skirts the Potomac River through territory rich in historic memories of Washington and, while special attention has been given to engineering and construction features, no less emphasis has been placed upon the scenic advantages which the route will provide. Thus, engineers who have occasion to inspect the highway will see in the design and construction a memorial adequate to the genius of the man who, in addition to being statesman and general, was also an engineer of no mean ability while laymen, marvelling at the beauty of surrounding landscapes, will view these as fitting to the memory of one

whom they fondly call the father of his country.

Slightly more than one sixth of the entire length of the highway, or two and three quarter miles, has been constructed over hydraulic fills. Millions of cubic yards of material were pumped into place and special engineering features have been incorporated into the design of the pavement over these stretches to take care of any settling that may result in the future. These fills were constructed by the Corps of Engineers, United States Army, at a cost of approximately \$1,300,000 after a private contract had amounting to about \$1,900,000 had been rejected. The United States Bureau of Public Roads is in charge of the construction work on the highway.

While the road surface is forty feet wide, the right of way that has been acquired by the Government extends in many places 400 feet from the centre of the roadway. This depth was needed to provide proper landscaping and, incidentally, to prevent the erection of unsightly buildings and advertising signs which would spoil the scenic effects.

Along the entire length of the road a series of clover-leaf grade separations and over-passes and under-passes virtually eliminates cross traffic. In sections where residential developments in the neighbourhood give promise of the origin of a fair volume of traffic, parallel roads on one or both sides of the memorial highway will collect this traffic and lead it to certain

points for access to the main traffic route. These collection roads will thus prevent inflowing cars from entering the highway at frequent and short intervals and thereby disrupting the main flow of vehicles.

Overhead and underpass bridges along the route have been constructed of reinforced concrete, excepting one steel railroad bridge. These structures are harmonious in design and, excepting the steel bridge and one that has been faced with brick, all have been faced with stone and granite. In constructing the pavement two materials are being used, portland cement concrete and bituminous concrete.

Along the route where scenic effects might prompt the motorist to stop and, perhaps, use his camera or delight his eye, provision has been made for cars to be parked. At some of these points islands separate the parking space from the main artery while at others the simple expedient of adding extra width of continuous pavement which widens out and returns in pleasing lines has been resorted to. Bus stops have also been arranged for by widening the roadway at certain points.

To accommodate motorists at the Mount Vernon terminus of the highway, parking space for some 350 passenger cars and 60 buses will be provided. Bus parking will be separate from passenger car parking. Treatment of the terminus calls for reversing traffic by means of circular parkway from which lead several lateral roads. Alongside these roads parking space is available.

Landscaping at the terminus has been designed with the view toward shielding the standing cars from sight, thus producing a park-like appearance. To accommodate any overflow traffic on special days, an emergency parking area has been acquired which will take care of 1,500 cars.

While engineers from the Bureau of Public Roads at present do not envisage any need in the near future of widening the roadway, which will accommodate four lanes of traffic, over most of the highway the width may be increased without extensive grading operations. Special treatment has been given the slopes alongside the road and wherever grading operations were necessary, particular care has been taken in the disposition of the topsoil. The soil in all instances has been carefully saved and redistributed after grading. In this manner the landscaping operations have been materially aided. Along part of the route natural growth has been utilised, the landscaping in these sections requiring only careful clearing of the brush and trimming the growth left standing.

Plans for the celebration of the bicentennial of the birth of George Washington have been in progress for a number of years. The entire year of 1932 will be devoted to the celebration which will be national in scope. Many visitors from all states of the Union as well as all sections of the world are expected to be attracted to Washington throughout the year. Dedication of the Memorial Highway will come at a time when thousands of visitors are in the national capital and it is expected that from the beginning the highway will have a heavy volume of traffic.

It is to carry this volume and to move traffic with both the utmost speed and safety, that engineers from the Bureau of Public Roads have incorporated the various bus stops and parking spaces along the route and grade separations were also constructed with this in view.

Inasmuch as the highway skirts the river for a major portion of its distance, points of cross traffic will be comparatively few. Traffic regulations have not been drawn up as yet but, according to present plans, although the road is located in the state of Virginia, these regulations, when drawn, will be enforced by a special corps of officers.

The conception of a highway to Mount Vernon built as a memorial to George Washington originated in 1886. Three years later the United States Congress requested of the army a survey for a memorial highway and three principal routes were suggested in the army's report. From that time, however, until 1928, no tangible progress was made toward realization of the memorial although sentiment in its favour kept constantly increasing. Appropriation by Congress in 1928 of funds to construct the highway made it possible to begin the undertaking under the direction of the United States Bureau of Public Roads of which Thomas H. MacDonald is chief.

NEW FORD PLANE.

Result of Performance Tests.

Performance tests on the new Ford single motor mail, express and freight plane shown for the first time last April at the National Air Show in Detroit have recently been completed by the Ford Motor Company.

Developed to supplement the Ford trimotor passenger planes now in use by most of the leading air transport lines, the newest Ford plane is primarily a cargo carrier and is not designed for passenger service. Instead it is intended to carry the excess loads of mail, express and air freight crowded out of the passenger planes by the full passenger loads which in recent months have proved the rule rather than the exception on many of the runs of the leading air transport companies.

The development of the new plane was begun by the Ford Co. in the belief that there is a great future for air express and freight as well as mail services and that planes of the new type will be required by the larger air lines, in addition to the trimotors, for the carrying of the ever-increasing loads of air mail, express and freight.

The new Ford freighter is powered with a single Hispano Suiza engine of 715 horse power (American rating) having a fuel consumption of approximately 34 gallons per hour. The plane itself has the same general dimensions and the same cubic capacity as the Ford 5-D trimotor plane, that is, a wing spread of 77 ft. 10 inches, an overall length of 53 feet six inches, a height of 1 feet 10 inches and cargo capacity of 529 cubic feet. The cabin is 18 feet 9 inches long, with an average width of 4 ft. 6 inches and an average height of 6 feet. The wing area is 335 square feet.

The gross weight of the new plane is 11,000 pounds and its empty weight 6,195 pounds. The disposable load is rated at 4,805 pounds and the payload at 3,596 pounds with fuel for 500 miles. The wing loading is 13.2 pounds per square foot, the power loading 15.5 pounds per horse power.

With its single engine full and carrying a full load, the plane is capable as a top speed of 138 miles per hour. Its cruising speed, with the engine turning at 1,300 r.p.m. is 110 miles per hour. The landing speed is not greater than 55 miles per hour. The service ceiling is 14,700 feet and the absolute ceiling 17,000 feet. The fuel tanks have a capacity of 231 gallons. The oil capacity is 15 gallons.

The foregoing facts are the bald technical data descriptive of the plane itself. Ford pilots who have flown the plane during its tests have been highly pleased with its performance and its complete adaptability to the service for which it is intended.

One of the most interesting features

of the plane to American aviation engineers is its power plant, a Hispano Suiza water cooled motor. This engine is the standard military engine of the French Air Force. It is of the 12-cylinder 60 degree "V" type, turning 1,800 r.p.m. at cruising speed and 2,100 r.p.m. when wide open. The engine is geared to an extremely large four-bladed Hartzell wooden propeller. The gear ratio is 2:1, the propeller turning 900 r.p.m. at cruising speed.

The engine, built to metric measurements, has a piston displacement of any American commercial engine. Its cylinders have a bore of 5.51 inches (150 millimetres) and its pistons a stroke of 6.70 inches (170 millimetres).

The weight of the engine is only 1,145 pounds dry. The V-shaped radiator is placed beneath the engine.

The engine is only 31 inches wide over all, permitting the reduction of head resistance to the lowest possible point through the use of stream-lining. It is equipped with six Hispano Solex carburetors, which are supplied with fuel by A. M. Siphon pumps. Scintilla magnetos and Champion spark plugs are used.

The gear chamber is interesting because of its exceptionally small size, considering the power of the engine and the reduction ratio of two-to-one. The engine is equipped with a Vici compressed air starter.

In general design the engine blocks are similar to those of the Hispano Suiza engines, built in America during the world war and used in war-time training

planes. Actually, however, many refinements have been incorporated in its design and construction, although the valve mechanism are approximately the same as those in American-built Hispano Suiza engines of 1918 and 1919.

During the test flights, the extreme smoothness of this engine, in spite of its high power and high gearing ratio was noted repeatedly by Ford pilots.

There are many other features of the plane which showed up in these tests. One was its extremely slow landing speed, which is less than 55 miles per hour, and its long glide. These permit the plane to be landed in a small field when necessary, and make it adaptable for cargo services in sections not equipped with modern landing fields.

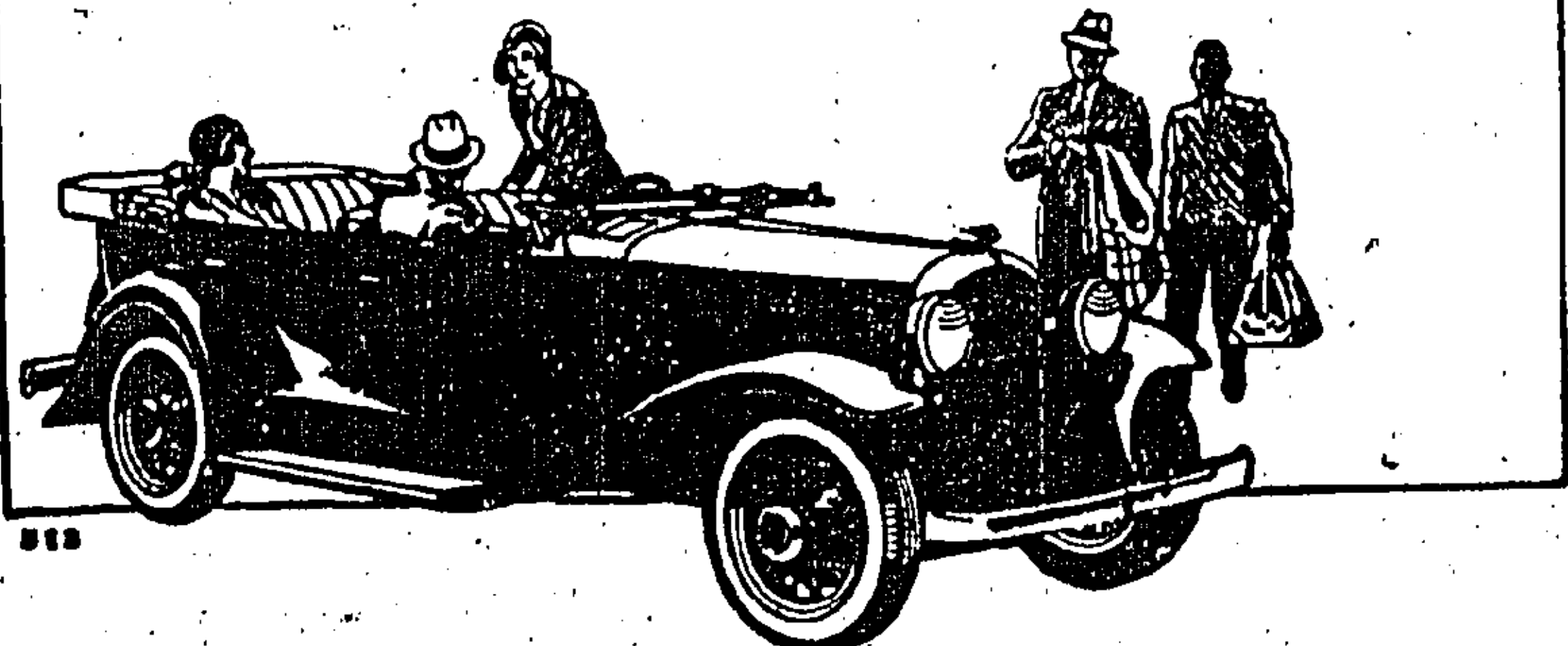
The interchangeability of parts of the new single-motor plane with those of the standard Ford trimotors is expected to prove of value to the large air lines, already operating the latter type of planes for passenger service. This factor will permit the carrying of small stocks of repair parts suitable for either type of plane.

FIAT CARS FOR POLAND.

An agreement has been signed, says a report, between the Polish State-owned engineering works and the Fiat Motor Co., arranging for Fiat cars to be manufactured locally, with a view to unifying the type of car produced and to supplying cars to the army. It is intended to grant far-reaching protection to the new production, which will be considered national.

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Celebrating in a Modern Way.—Lillian Tashman, Paramount film actress, selects the new 135 horse power Paramount 8 Sedan with which to celebrate Paramount's Twentieth Birthday Jubilee.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 80228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.) Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

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FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
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THE CHEVROLET.

Motor Car Speeds Through Water.

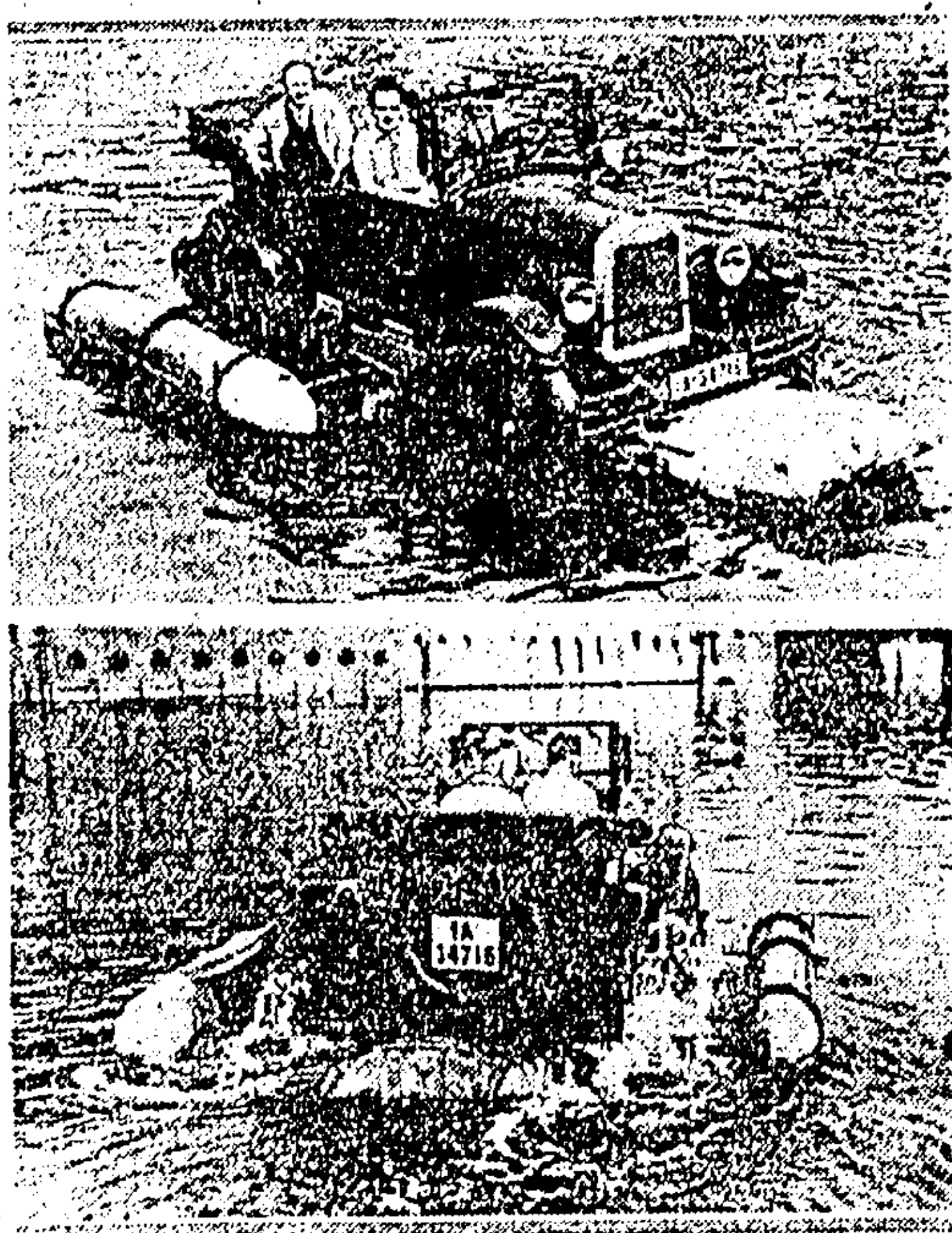
Rough roads and steep hills offer no obstacles to modern automobiles and now the problem of crossing water is in a fair way of being solved, according to despatches from Germany.

Emil Gross, a young mechanic who lives in Berlin, has evolved an idea which may convert the motor car into an amphibious vehicle. He has demonstrated that with the special equipment he has constructed, an automobile can be converted into a seagoing hulk in fifteen minutes.

At a recent test in Germany, a Chevrolet touring car was used for the experiment. Gross won applause from the crowds of spectators who saw him drive his Chevrolet through the water almost as easily as a motor-boat.

An inflated cushion at the front and one at the rear of the car and two inflated pontoons, one on each side of the body, were utilized to keep the vehicle afloat. The car was driven exactly the same as on land.

A SEA-GOING CHEVROLET



Emil Gross of Berlin, Germany, testing his invention on a Chevrolet. By means of pontoons and two inflated cushions, any car can be converted into a seagoing conveyance in fifteen minutes. This Chevrolet is driven just the same as though it were on land.

AUCTION DIVIDEND.

100 Per Cent. On Ordinary Shares.

The Austin Motor Co. enjoyed such a demand for its products in the year ended June 30 that the directors are recommending a dividend at the rate of 100 per cent. upon the ordinary capital.

It is stated that sales of cars in the home market were 26 per cent. above those of the previous year. The dividend paid for the previous period was 60 per cent. actual for seven months.

The high rate of dividend is a trifle misleading, for the ordinary capital is very small in relation to total capital, being only £150,000 out of £3,650,000 of share and debenture capital. The ordinary capital was originally £500,000, but 15s. per share was written off in 1927, and the 100 per cent. dividend is equivalent to 25 per cent. on the original sum.

1932 MOTOR-CYCLES.

It seems certain that the Motor-Cycle Show will contain quite a number of new 150 c.c. models, which will, of course, come within the 15s. tax class. Some of these will have four-stroke engines. Experiments with such machines have been made by more than one large factory.

The makers of the J.A.P. engine, too, will be making a four-stroke 150. It is a side-valve engine with a detachable head and is a newcomer to the lengthy list of engines marketed by the Tottenham concern, which will continue in production next season with detail changes only.

A new two-stroke unit, to come within the 15s. tax class, may be expected from a Midlands factory that has not hitherto undertaken the building of engines, while rumours of similar developments in other directions are rife in Coventry and Birmingham.

SHANGHAI.

Most Cosmopolitan Motor City.

Los Angeles, Cal., Sept. Capt. James E. Snow, of the Marine Corps, who has just returned to duty at the Marine Corps rifle range near La Jolla, on the road to Tinian and Agua Caliente in Old Mexico, has discovered the most cosmopolitan automobile city in the world. It is Shanghai, where for three years Capt. Snow, or Big Jim, as he is known to his friends, was Provost Marshal of the foreign settlement. Being Provost Marshal in Shanghai is a job like chief of traffic police in any big city.

While attending to these duties Capt. Snow made a study of the number of makes of cars as well as the number of cars registered. The result could probably not be duplicated anywhere else in the world. Out of a total of 6,608 automobiles registered, Capt. Snow found no less than 164 different makes—a greater variety of automobile names than the average person could guess existed.

"Buick led the registrations,"

way among the crooked thoroughfares of the native section of the city.

"In contrast to the familiar name Buick, are the names of over a hundred cars which the average American hasn't even heard of. I had the names and the number registered of all these cars printed in the Shanghai Municipal Gazette. Here are the rankings of the most important:

Buick, 646; Ford, 432; Chevrolet, 375; Fiat, 317; Studebaker, 316; Morris-C, 286; Austin, 243; Dodge, 215; Nash, 213; Essex, 193; M-Oxford, 185; Citroen, 178; Whippet, 161; Hupmobile, 155; Chrysler, 123; Rugby, 92; Standard, 91; Erskine, 87; Overland, 85; Renault, 83; Oldsmobile, 72; Pontiac, 53."

"All other makes had from 1 to 49 cars registered."

"Wherever you go, it's Buick you see most of, and I've been in all parts of China, Japan, Nicaragua, the Philippines, Guam, Haiti and San Domingo. Do you know that Sandino, the Nicaraguan Bandit, uses a Buick for his personal car when not in the hills?"

"When you remember that there is a tax of 30 per cent. placed equally on the value of all cars in Shanghai, no matter of what make or from what country, you can realise just what a position Buick has attained."

A NEAR THING.

Famous Racing Driver's Narrow Escapes.

Earl Howe, president of the B.R.D.C., has had another remarkable escape. This time he was on his way to see the Schneider Trophy in his Alfa-Romeo, when it skidded, and he shot down a forty feet embankment. The car was considerably damaged, but the driver escaped unhurt.

This crash follows closely upon Earl Howe's "T.T." accident, when, chasing Campari down Bradshaw's Brac, he shot off the road backwards at 80 m.p.h. The car leapt a hedge and landed on its four wheels!

At Le Mans this year, during practice, he was flat out down the two-mile-long straight, when he met a wandering cow in his path. He shot under the cow's head with nothing to spare!

OH THOSE TOURISTS!

A German journalist, Mr. Fred Kreutzenstein, is planning an ambitious trip from Rio de Janeiro (Brazil) to Montreal, in Canada. His means of transport will be a B.M.W. motor-cycle, and he will take a Mr. Hellmut Hoffman as pillion passenger.

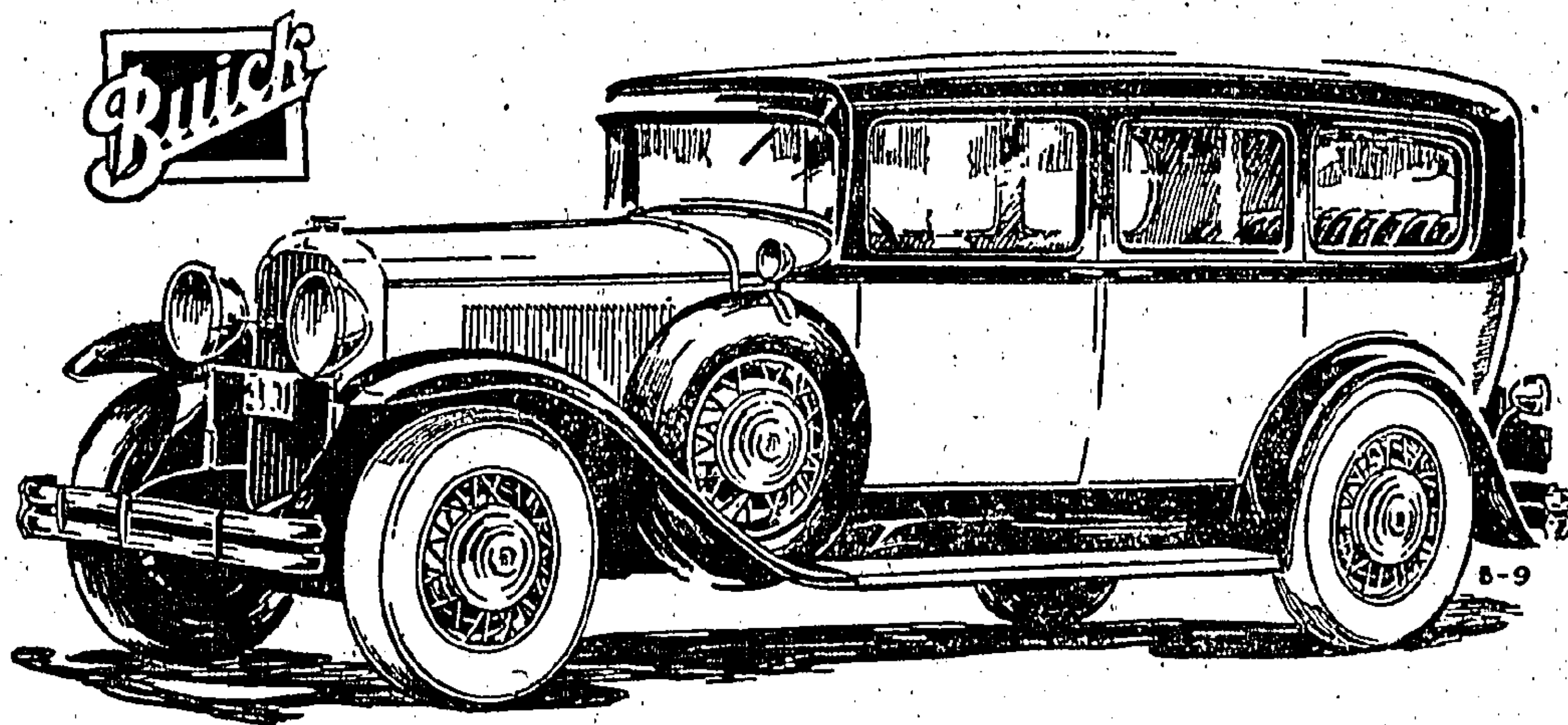
They will begin by going to Buenos Aires, in the Argentine, and will then make for the Pacific coast, by way of Chile and Peru, to Ecuador and Colombia. A short sea journey may have to be included en route. The travellers will then pass through the Central American republics on their way to the States and Canada. Mr. Kreutzenstein is now completing his arrangements and hopes to undertake the tour within the next few months.

FAMOUS FLYERS IN JAPAN



Japan greets Trans-Pacific flyers—Colonel and Mrs. Charles A. Lindbergh immediately upon their arrival in Tokio, and the program of their Buick repaired by enthusiastic crowds waving Japanese and American flags.

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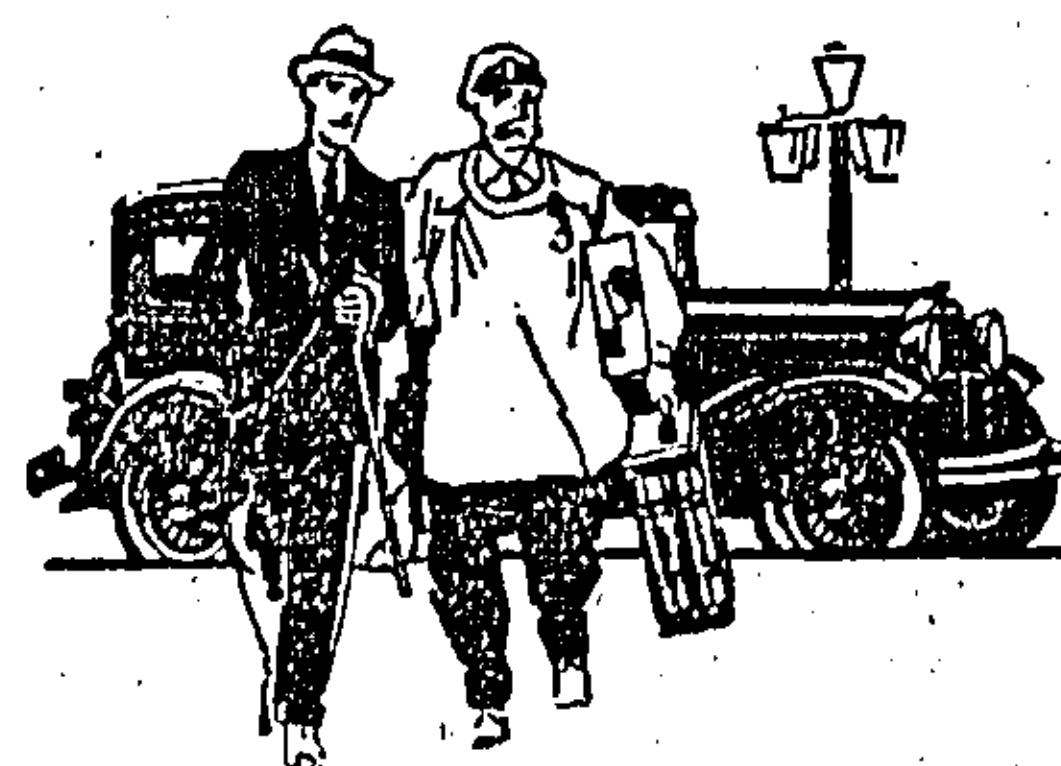
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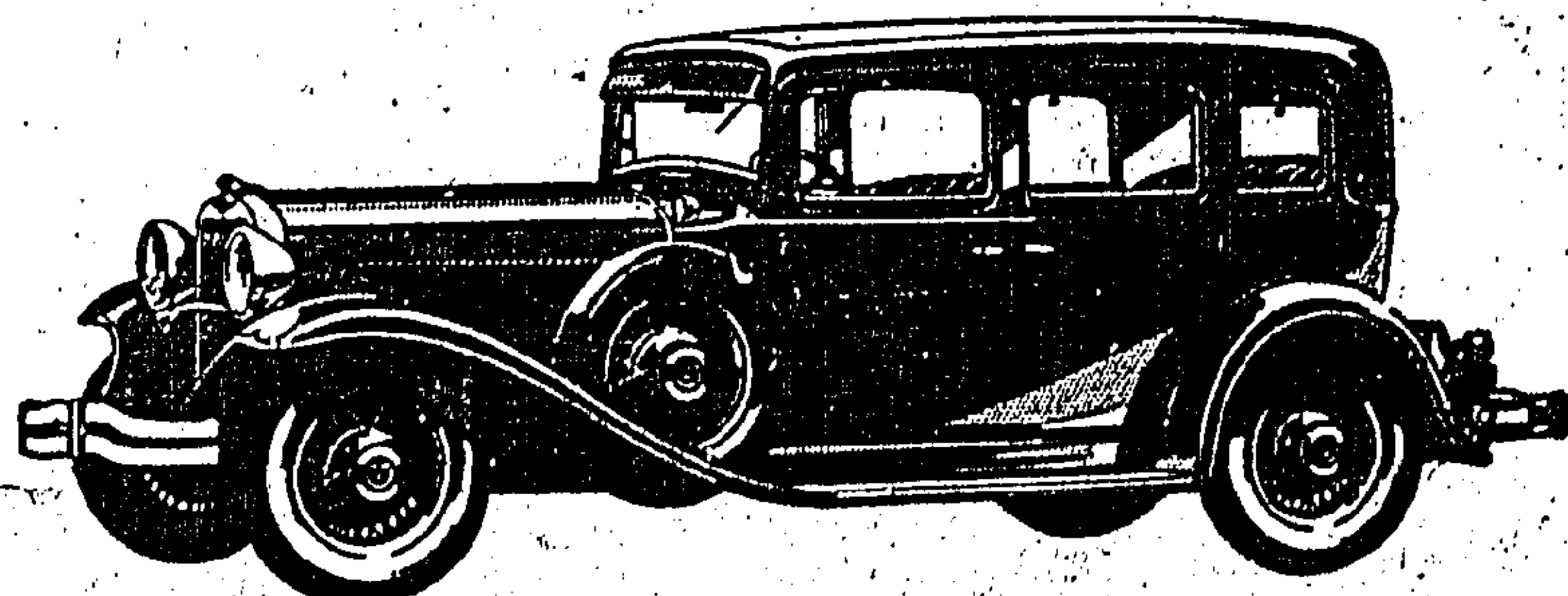


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LOW CENTER OF GRAVITY

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Frances Dee
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CURRENT SPORTING GOSSIP

DRAWN RUGBY GAME AT KING'S PARK.

Suter Saves Hermes
Line Brilliantly.

SIMILARITY OF COLOURS.

At King's Park yesterday afternoon H.M.S. Hermes fifteen played a pointless draw with the Kowloon Rugby Club.

A much stronger side than that which represented the Airmen in their last encounter with the newly-formed Club and which lost by 6 points to 3 gave a very much improved display yesterday. Though Kowloon were continually on the offensive their movements lacked the finish required for scoring purposes. Suter proved a most able full-back for the Hermes and he repeatedly saved his line with well-judged kicks to touch. He was undoubtedly the outstanding player in the visiting fifteen.

Skinner, the Kowloon full-back, gave an improved display and was very safe, though his tendency to keep too near the ball may place him in some awkward situations in future games. Black, who deputised for Crozier at the base of the scrum, was deadly in his tackling but his forwards were far too crude in their heeling to give him many real chances to gain an advantage before passing to Kilby. Easterbrook, who took Black's place in the centre was good in his tackling and knew when to get rid of the ball. Whitley, who came in for Keith-Murray on the wing, was unfortunate in not scoring on two occasions when he went very close.

Ferguson on the other wing was ever-dangerous but he was too well-marked to effect a score. Kilby showed good understanding with Black and was good in his handling. Of the forwards Walters and Riddell were the most prominent. Confusion was caused time and again through the similarity of the colours of both teams and it would probably be a good thing for the Kowloon Club to wear white vests in their next encounter with the Hermes.

Result:—

Kowloon R.F.C. . . 0 points

H.M.S. Hermes . . 0 points

K.R.F.C. Second XV.

The following will represent the Kowloon Rugby Club second fifteen against H.M.S. Hermes second fifteen at King's Park on Saturday at 4.15 p.m.:—
Easterbrook; Whitley, Morris, Davies, Muller; Kilby, Crozier; Macnider, Bonham, Brokenshire, Bloementhal, Tipple, Riddell, Bergaust and Jenner.

Reserves: Edwards and Mitchell.

CLUB "A" LOSE TO BORDERERS.

Early Score Gives Home
Side Narrow Win.

The Club "A" were unlucky to lose to the Borderers by a goal (5 points) to a try (3 points) at Soekunpo yesterday. The soldiers pressed from the opening and scored their only touch-down within the first ten minutes through Adams, Suter converting with a nice kick. After this, the Club side settled down to better play and a few minutes before half-time Koop got over near the corner flag, but Robertson failed to convert from a difficult angle. The teams crossed over with the score at 5-3.

On the resumption, there was no further scoring, some good movements on both sides being nipped in the bud. On separate occasions, Allers and Cox were brought down almost on the line, but the Army cleared from the resultant five-yard scrums. The Club backs played well together, Robertson giving his usual sterling display. Burch, Cox, and Montrie were the pick of the forwards. The soldiers were a well-balanced side, two of their three-quarters being particularly prominent, while their pack combined well, both in the tight scrums and in the loose.

Result:—

Borderers 5 points

Club "A" 3 points

SPORTS NEWS IN BRIEF.

The following are the Civil Service Cricket Club elevens for games this week-end; 1st XI v. Craigen-gower (League), on C.S.C.C. ground at 2 p.m. on Saturday:

B. D. Evans, (Captain), J. E. Richardson, G. R. Sayer, F. J. de Rome, F. J. Ling, F. Baker, R. M. Wood, E. W. Hamilton, R. B. Wood, N. L. Bebbington and R. A. J. Simpson.

2nd XI v. Craigen-gower (League), at Craigen-gower ground at 2 p.m. on Saturday:

H. E. Strange (Captain), B. C. K. Hawkins, R. E. O. Bird, A. E. Wood, J. Barrow, J. F. McGowan, W. H. Edmonds, R. H. Woodman, S. Randle, R. G. Robertson and F. Matthews.

"A" team v. Volunteers (Friendly), on C.S.C.C. ground on Sunday at 11 a.m.

J. E. Richardson (Captain), R. H. Griffiths, R. M. Wood, J. M. Wilson, R. B. Wood, B. C. K. Hawkins, R. A. J. Simpson, J. F. McGowan, N. L. Bebbington, F. Matthews and R. G. Robertson.

The following will represent the Hong Kong Cricket Club 2nd XI against the I.R.C. 2nd XI at Soekunpo at 2 p.m. on Saturday:—

R. K. Hepburn (Captain), C. E. Cahagan, R. R. Davies, F. A. M. Elliott, A. J. Wolff, L. A. Whipples, L. B. Smith, J. R. Ratten, L. D. Kilbee, J. M. Sunley and J. Macfarlane.

Our Sports Diary.

LOCAL.

HOCKEY — To-morrow — Hong Kong Hockey Club "A" v. Y.M.C.A. at King's Park at 5 p.m.

BOXING — Saturday — Hong Kong Boxing Association Tournament at the Theatre Royal.

CRICKET — Saturday — Division I — Hong Kong C.C. v. Indian R.C.; Division II — Kowloon C.C. v. R.E. & R.C.S. (L); Indian R.C. v. Hong Kong C.C.; Royal Navy v. Queen's College.

GOLF — Saturday — St. Andrew's Society v. St. George's Society at Purling.

RACING — Saturday — Twelfth Extra Race Meeting at Happy Valley.

The following will represent the Hong Kong Hockey Club "A" against the Y.M.C.A. on Club ground at 5 p.m. to-morrow:—

E. S. Moses; L. A. R. Duncan, L. F. Nicholson; F. W. Allen, E. G. Dale, K. H. Uttley; R. W. Sapsted, R. H. D. Wade, S. Hill, L. D. Kilbee, and G. F. Rees.

The following have been selected to represent the R.E. & R.C. of Sig. cricket eleven against the Kowloon Cricket Club on the K.C.C. ground on Saturday at 2 p.m. sharp:—

Col. Skinner (R.E.), Lt.-Col. Marsden (R.E.), Lieut. Anstruther (R.E.), Lt. Ewbank (R.C. of S.), S/C. Jordan (R.E.), Cpl. Meehan, Cpl. Saunders, L/Cpl. Higgins (R.C. of S.), Spr. Holmes, Sig. Williams, and Sig. Gillott.

Reserve: Spr. Waldron.

Scorer: Sig. Hurst.

Umpire: S/M. Gomer (R.E.).

The following have been selected to represent the R.E. cricket eleven in their match with the H.Q. S.W.B. to be played at Soekunpo on Monday at 2 p.m. sharp:—

Col. Skinner (R.E.), Lt.-Col. Marsden (R.E.), Capt. Mitchell (R.E.), Lt. Anstruther (R.E.), S/C. Jordan, Sgt. Buckle, Sgt. Savell, Cpl. Meehan, Spr. Whitefield, Spr. Holmes, and Spr. Waldron.

Reserve: L/Cpl. Grosvenor.

Umpire: S/M. Gomer (R.E.).

The following will represent the Kowloon Football Club against the South Wales Borderers in the Shield Competition on Saturday on the Kowloon Club ground at 4 p.m.:—

Gurevitch; Martin, London; Hedley, McKelvie, Bliss; Dominy, Duncan, Timberlake, Bryant, and Tanson.

Reserve: Dickford.

The following will represent the Y.M.C.A. hockey second eleven against H.M.S. Midway to-day at

THE MANCHESTER HANDICAP.

Probable Starters and
the Betting.

ROCK STAR FAVOURITE.

London, Yesterday.

Ten out of the fifty-six horses drawn in the recent Irish Sweep on the forthcoming Manchester November Handicap are among the final non-acceptors for the race declared to-day. People who have drawn numbers for them will consequently have to be content with a mere £60 each. The non-acceptors are Brumeux, Bonny Boy II., Strophon II., Ardglass, Rackety Lassie, Sans Espoir, Notice Board, Codell, Jacques Emile Blanche and Dooley.

Probable Starters.

Probably, starters in the Manchester November Handicap are as follows:—

Ut Majeur (Beary), Hot Bun (Jones), Lord Bill (Pat Beasley), Coaster (Fred Fox), Rock Star (Steve Donoghue), Insurance (Harry Beasley), Salaam (Weston), Truncheon (Ray), Six Wheeler (Taylor), Cat-o-Nine-Tails (Harry Wragg), Blanderna (McGuigan), Redeswood (Nevett), Fire Away (Martin), Residue (Sirett), Bower of Roses (Roberts), Lone Knight (Sammy Wragg), North Drift (Dowdall), Gallic (Dines), Rivalry (Sones), British Sailor (Gordon Richards), Promptitude (Stephenson), Scardroy (Burns), Shining Jewel (Frederick Ahy), Moon Toy (Barber), Summer Princess (Robertson), Sansolena (Evans), Tin-o-Mint (Smirke), Earn Hill (Lightfoot), Lucelle (Rook), Lemonition (Caldwell), Pard (Smith), Counter (Fearn), Castle Bagot (Conlon), Princetown (Quick), Song of Essex (Berry), and Mister Bertram (Carr).

The following horses have not as yet received jockeys:—

Sir Joshua, Poor Lad, Evening Glory, Advancer, Nestorian, Signifer, and Potcham.

The Betting.

The following is the Victoria Club betting call-over on the Manchester Handicap:—

100/6 Rock Star o.

18/1 British Sailor.

20/1 Salaam.

22/1 Redeswood.

25/1 Hof Bun t & o.

25/1 Gallic o, t 28/1.

25/1 North Drift o, t 28/1.

25/1 Residue o, t 33/1.

28/1 Truncheon t & o.

33/1 Blanderna o.

33/1 Scardroy o, t 40/1.

40/1 Moon Toy t & o.

40/1 Advancer t & o.

40/1 Cat o' Nine Tails, Argonauta II., Lord Bill, Coaster o.

Pard, Sir Joshua, Promptitude t & o.

50/1 Six Wheeler, Fireaway.

65/1 Bower of Roses, Nestorian, Isthmus, Lucelle, Song of Essex, Lone Knight o.

100/1 Others.

—Router.

King's Park at 5 p.m.:—

Skinner; Tipple, Watts; Tor-

rible, Mitchell, Stonell; Owens,

Dincey, W. H. Smith, Parker and

Hargreaves.

The following have been selected to play for the Y.M.C.A. hockey "A" eleven against the Hong Kong Hockey Club "A" at King's Park to-morrow at 5 p.m.:—

Skinner; Tipple, Tate; Mitchell, Bates, Sweet; Dormer, W. H. Smith, Selk, Parker and Andrews.

The following will represent the Hong Kong Cricket Club against the Indian Recreation Club on the Club ground on Saturday at 2 p.m.:—

H. Owen Hughes, (captain), E. J. R. Mitchell, K. H. Batger, G. E. R. Divett, A. Reid, A. C. Beck, E. R. West, E. R. Duckitt, O. G. Simpson, Capt. Mirehouse, and A. C. I. Bowker.

The following team has been chosen to represent the Hong Kong Football Club in the First Round of the Shield Competition against the Club de Recreio at King's Park on Saturday at 4.15 p.m.:—

Rodger; MacFarlane or Gerrard, S. Strange; Ralton, Skinner, Baldwin; Alexander, Segalen, Howe, Bell and E. Strange.

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before, but

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"A Connecticut Yankee"

with

MAUREEN O'SULLIVAN.

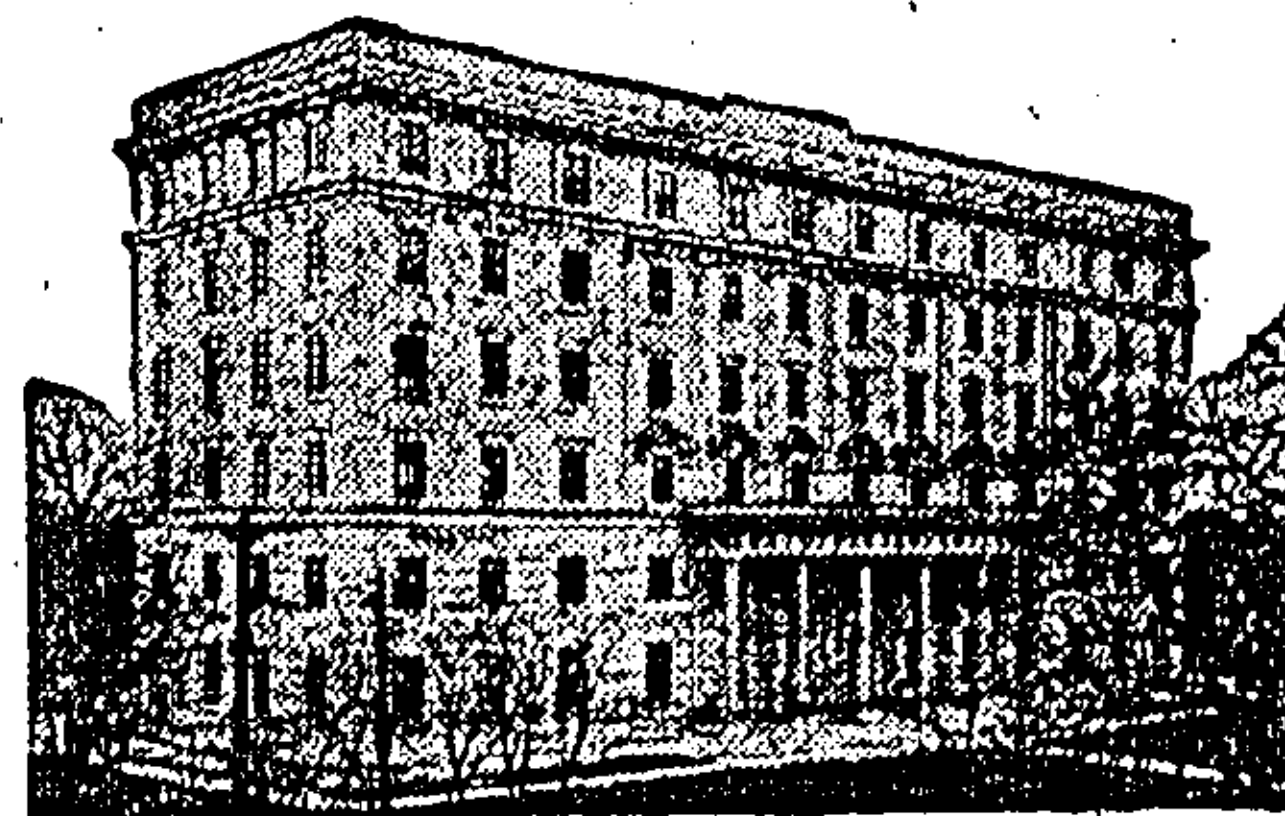
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ROUND THE LOCAL CINEMAS.

What Mail Reviewers
Say.

"AN AMERICAN TRAGEDY."

As old as the world itself is the subject of this film which started its run at the King's Theatre yesterday, with Phillips Holmes, Sylvia Sidney and Frances Dee in the leading role.

It is the story of the love of a factory foreman for a girl working under him. They are happy together until the boy gets into high society on the strength of his being the nephew of the owner of the factory. Then comes a change of heart and he loves a society girl.

He plans to rid himself of the factory hand and decides to drown her. They go boating on a lake. Here he is afraid to carry out his plan and confesses to the girl his intention and tells her if she would keep away from him he would take her back ashore. Foolishly she approaches him, stumbles, and the boat capsizes. They both fall into the water, and the boy allows her to drown.

Most of the picture after this is taken up by a gripping murder trial, in which passions run so high that the attorneys concerned almost come to blows in the Court. The boy is found guilty, and in the condemned cell he confesses to his mother that while he did not murder the girl he could have saved her after the accident, but neglected to do so because he wanted her to be out of the way.

It is really good entertainment with a moral, but the only thing that marred the picture, from a British point of view was the scene between the two attorneys in Court, when they so far forgot themselves as to take off their coats to fight! It is too highly dramatic and not in keeping with the dignity of any Court.

From Other Sources.

"HOLIDAY."

The courage that marked Mary Astor's determination to graduate from "sweet young thing" roles to more sophisticated characterisations was rewarded by her selection for one of the meatiest film plums of the season, when Miss Astor was chosen for the role of "Julie" in "Holiday," the Philip Barry stage success brought to the screen by Pathe under the direction of Edward H. Griffith. This role is one demanding great versatility and adroitness, combining as it does many fine characteristics with several extremely unlovely traits.

Ann Harding plays the featured lead in "Holiday," which is showing at Central Theatre To-day. Robert Ames has the leading man's role. Others filling important

parts are Edward Everett Holden and Elizabeth Forrester.

"JUST A GIGOLO."

William Haines is extracting giggles and guffaws at the Queen's Theatre in his latest and most unusual role—the young British nobleman of "Just A Gigolo," Metro-Goldwyn-Mayer's filmization of Belasco's stage hit, "Dancing Partner."

The irrepressible William gives dancing lessons and learns a lesson in love, gets a love message that drives him to despair, and a slap in the face that opens the doorway to a life of happiness, in the clever plot that for two seasons had Broadway agog.

Two members of the original stage cast make their screen bows in the picture—Irne Purcell, who who plays the lively heroine, Roxy, and Charlotte Granville in the character role of the wealthy dowager.

"HUSH MONEY."

Joan Bennett, co-featured with Hardie Albright in the Fox drama, "Hush Money," coming to the King's Theatre on Sunday, is quite often amused at the almost paternal attitude people take toward her youthful years because into her twenty years of life she has crammed as much, or more, adventure than most persons of twice her age.

The talkies, taking cognisance of her blonde attractiveness and the excitement she had stirred among the dramatic critics by her Broadway debut, gave her an opportunity to play opposite Ronald Colman in "Bulldog Drummond." Later she was given the feminine lead in George Artiss's picture, "Disraeli." When Harry Richman made his screen debut in "Puttin' On The Ritz," he asked that she be his leading lady.

In "Hush Money," Miss Bennett



Maurice
CHEVALIER
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Social Functions.

To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula Hotel and Repulse Bay Hotels.

To-day—Entertainment by Nellie Farrer's Troops of Girls, Peninsula Hotel Rose Room.

To-morrow—St. Andrew's Ball, Peninsula Hotel.

To-morrow—Tea Dances at King's Restaurant and Hong Kong Hotel; Dinner Dance at Hong Kong Hotel.

Entertainments.

To-day—King's Theatre:

"An American Tragedy." Theatre:

To-day—Queen's Theatre:

"Just A Gigolo." Theatre:

To-day—Central Theatre:

"Holiday." Theatre:

To-day—Majestic Theatre:

"Connecticut Yankee." Theatre:

To-day—Star Theatre:

"The Kiss."

Home Mails.

To-morrow—Inward from America (Empress of Canada).

Saturday—Inward from Europe via Suez (Fushimi Maru); Outward for Europe via Siberia (President Jefferson), 5 p.m.

Jumble Sale.

Saturday—Hong Kong Benevolent Society Jumble Sale, City Hall, 11 a.m.

Charity Auction.

To-morrow—Auction of Chinese objects d'art for charity, City Hall, 3.30 p.m.

Lammerts' Auction.

To-morrow—At Sales Rooms sundry and miscellaneous goods, 11 a.m.

brings to the character of Janet Gordon all the experience she gained from real life.

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She gives piquancy and extraordinary charm in the lovely milliner who brought a nation to her feet, ruled a king, and lavished the gold of the country for her whims until the red shadow of revolution swept her to disaster.

Splendid performances are given by Conrad Nagel, as her soldier-lover, and William Farnum, as the king who tempted her with riches and power. This is Farnum's first appearance on the screen since his retirement because of illness at the height of his success several years ago.

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MENU.

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2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

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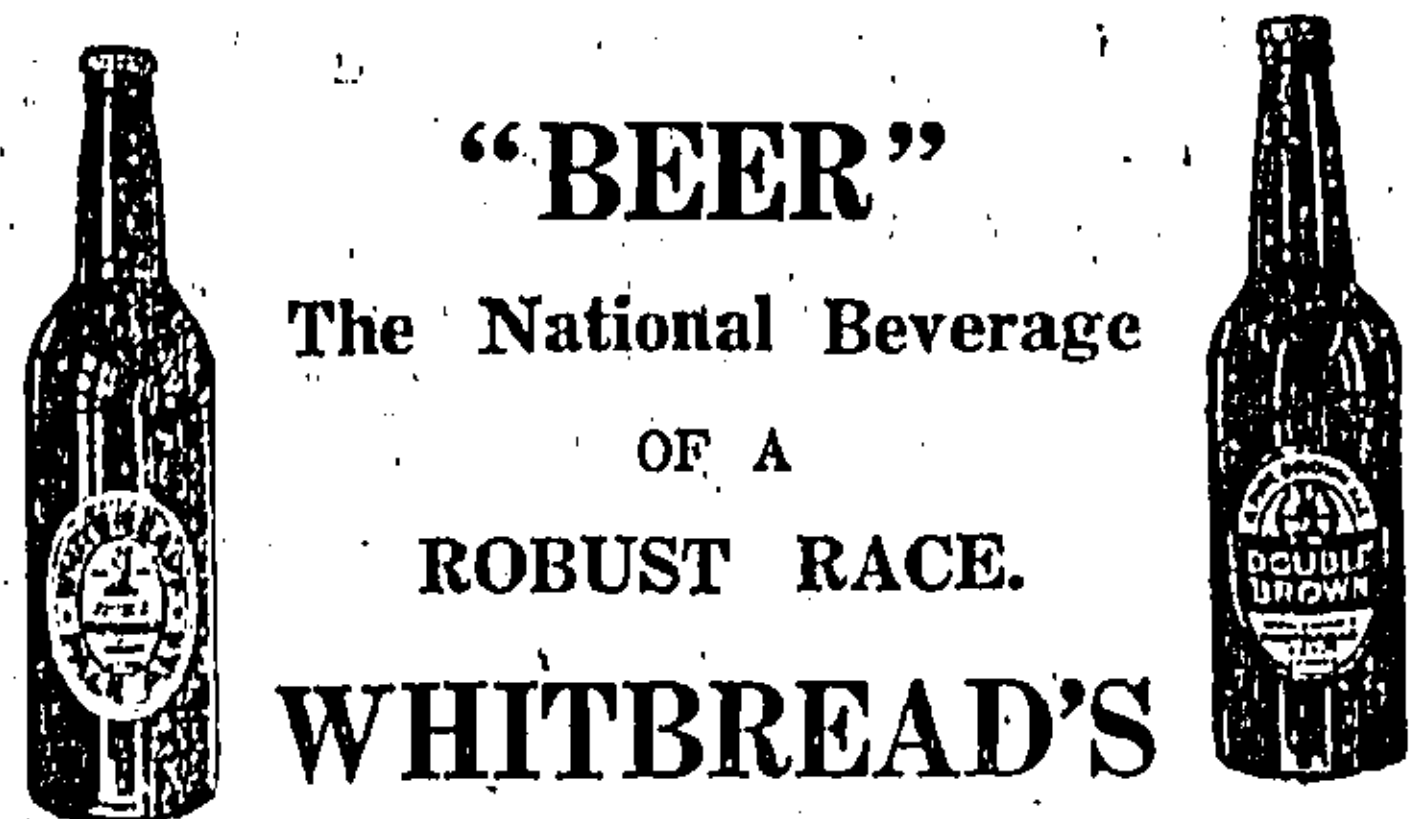


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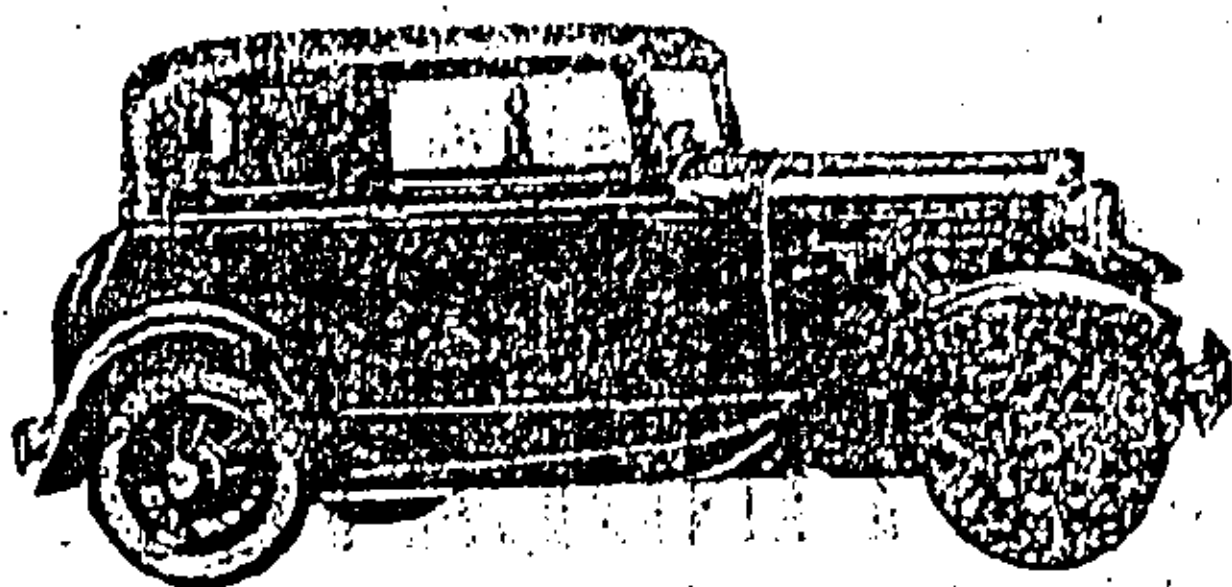
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December 6th, 1931.

Tickets may be obtained at:—

Anderson's Music Store, Blue Bird Cafe, Brewer's
Book Store, The Clover Shop, Graca & Co., Hariram Silk
Store, Hong Kong Hotel Book Store, Kayamally & Co.,
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MEN'S OUTFITTING DEPARTMENT.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

Hong Kong, Thursday, Nov. 26, 1931.

A Trade Boom.

From how many angles the
result of the recent General Election
at Home may be viewed in
retrospect, the one of the greatest
interest to the residents of
Crown Colonies is naturally that
affecting Home and Empire
trade. A distinct lull has been
given to British industry, some
publicists going so far as to pre-
dict a veritable trade boom.
There is a danger, of course, in
taking even an extreme optimis-
tic view; but there can be no
harm done if the nation becomes
once again industrially-minded.
Many utterances given voice to
before all the results were de-
clared may on the whole be dis-
regarded in the first flush of ex-
citement; but a few certainly
sum up the feeling pervading the
public in the closing days of last
month.

One industrial magnate ex-
presses the view that, after the
long period of depression which
has hung over the country the
verdict of the electors is the
first break in the clouds to give
Britons grounds for hope of
better times. In his opinion the
National Government will give
to industry that confidence and
security without which imagin-
ation and enterprise cannot func-
tion. It will permit of those
schemes and developments con-
ceived and planned for the
return of brighter conditions
being realised and put into
operation. Abroad, it will
restore belief in the inherent
common sense and soundness of
the British people, and stimulate
relations which had threatened
to become dormant from lack of
trust. It will be the catalyst to
hasten the operations of trade
and commerce generally, and pro-
duce that spirit and atmosphere
in which alone these can func-
tion freely to the advantage of
the country's workers. On
the leaders of industry lies the
responsibility of wisely and cour-
ageously using these opportuni-
ties of realising that socially and
economically a new world is in
the shaping, and that outworn

methods and lack of intelligence
in adapting themselves and their
business to new conditions will
not be tolerated; that the new
technique of production and dis-
tribution in industry and agri-
culture must be encouraged and
supported; and that the spirit of
co-operative effort between em-
ployer and employed must be in-
creased and extended in a spirit
of mutual helpfulness.

Other prominent captains of
industry have expressed similar
views, although one, whilst being
confident of a trade boom, hopes
that that boom will not come too
quickly. The great thing is that,
at last, the nation's commercial
sense has been revived in no un-
certain manner. This must be
good for the country. It must
be good for the Empire. And
this Colony, in common with all
other overseas Possessions, can
be expected to share in the bene-
fits of an awakened national
conscience at Home, and that in
spite of the wobbling silver
dollar.

News in Brief.

Yesterday the lowest open air
temperature was 67 degrees. The
humidity was 68 at 10 a.m. and 66
at 4 p.m.

Falling down the staircase at 111
Aplu Street, Chui Han-yuet, (22),
received injuries to her face, and
was removed to the Kwong Wah
Hospital.

Mrs. W. T. Southern will distri-
bute the prizes of the Victoria Bri-
tish School in the Sailors' and
Soldiers' Home, Hennessy Road, on
December 14.

At the Central Police Court yester-
day the inquiry into the fatal
fire at 42, Pottinger Street was re-
sumed before Mr. Schofield with a
jury. After evidence of rescue work
was given the hearing was adjourned
to this afternoon.

Mr. G. A. Pentreath, of Pentreath
& Company, Alexandra Building,
has reported to the Police the loss
of an electric table fan and a clock
from his office. As the fan-light
was found forced open, it is sur-
mised that the articles have been
stolen.

Cheung Cheung, a farmer of the
Shaokwan District, in a report to
the Police, states that his father,
Cheung Fat (70), master of a boat
of 100 piculs capacity, left Ha
Chung, Chinese territory, on a trip
to Hong Kong on Tuesday, and has
not yet arrived here.

Personal Pars.

The funeral of Mr. F. X. P. da
Silva, took place last evening at the
Roman Catholic Cemetery in the
presence of relatives, office col-
leagues and friends. The Rev.
Father Granelli conducted the
burial rites.

The funeral took place yesterday
afternoon in Kennedy Town of Mr.
Wu Lam-tin, a former comrade
of Messrs. Harry Wickling and Co.
He was at work up to a few days
before his death. He has been suc-
ceeded by Mr. Fung Shiu-wah. De-
ceased, who was 76 years of age,
is survived by a wife, three sons,
and a daughter.

Mr. Lau King-cho, manager and
director of the Hong Kong and Yau-
mat Ferry Company, Limited, died
yesterday afternoon at his resi-
dence in Kennedy Road. He was the
nephew of the late Mr. Lau Chu-pak,
a former representative in the Le-
gislative Council. The deceased is
survived by a widow, four sons and
two daughters. In addition to being
the manager of the Yaumat
Ferry Co., Mr. Lau was interested
in many business concerns in Hong
Kong, among them being the Far
Eastern Building Company.

Major H. P. W. Hutson, D.S.O.,
O.B.E., M.C., R.E., has been trans-
ferred to Aldershot and sails by the
H. T. Neuralia to-day. With Mr. A.
H. Crook, Dr. G. A. C. Herklotz, and
Lieut.-Comdr. A. M. Hughes, R.N.
(the bird artist), Major Hutson was
one of the founders of the Hong
Kong Naturalist, and his contribu-
tions to that journal have been an
outstanding feature. During his
tour of service here, he has worked
on the knowledge of the Colony's
birds, and has completed a card in-
dex of all the local species, both re-
sident and migrant, about 140 in
number.

WEDDING.

Well-Known Chinese Couple Married.

A wedding of considerable local
interest took place yesterday after-
noon, when Miss Sylvia Yip Kwan-
long became the bride of Mr.
Vincent A. Chan. The bride is
the daughter of Mr. and Mrs. S. Yip
Foo-cho of Hong Kong, and the
bridegroom is the son of Mr. and
Mrs. Chan Sam, of Manila, and is
a teacher at the St. Joseph's College.
The ceremony was performed at the
St. Margaret Mary Church, Broad-
wood Road, by the Rev. Fr. E.
Teruzzi, assisted by the Rev. Fr. D.
Page.

The bride, who was given away
by her father, was attended by a
matron of honour, while the Misses
N. Chang, Lily Wong, and Ng Po-
wan acted as bridesmaids. The
three little flower girls were the
Misses C. Leung, C. Chan, and K.
Chan. Mrs. Yip carried the
bride's train. Mr. John S. H.
Wan was best man.

A reception was held after the
ceremony at the bridegroom's resi-
dence, No. 141 Wongneichong
Road, and was attended by a large
number of relatives and friends.
A dinner was held at the Kam Ling
Restaurant, West Point, in the
evening. About 700 people were
present. Mr. Wan Sik Hung pro-
posed the toast of the newly-wedded
couple.

He then toasted the future hap-
piness of Mr. and Mrs. V. A. Chan,
and Mr. Chan Sam responded.
The newly-married couple after-
ward left for Fanling for the honey-
moon.

ST. JOHN AMBULANCE BRIGADE.

The Hon. Treasurer acknowledges
with thanks the receipt of the fol-
lowing donations to Brigade
Funds:—

Ho Kom-tong, \$500 (Children
Welfare Centre).

Per Miss Cheung Cheuk-pan, \$30
(New Territory Fund).

S. K. Wong, \$50 (New Territory
Fund).

Lau Chu-pak, \$50 (New Territory
Fund).

Chan Chi-tan, \$40 (Brigade Gen-
eral Fund).

Lau Lul-tai, \$20 (New Territory
Fund).

Cheuk Yan-ko, \$25 (Brigade Gen-
eral Fund).

Wong Chi-nam, \$10 (New Terri-
tory Fund).

Tang Pan-son, \$10 (New Terri-
tory Fund).

Mrs. Chan Shek-shan, \$5 (New
Territory Fund).

Mrs. Wong Shiu-kim, \$2 (New
Territory Fund).

Leung Ka-ki, \$3 (New Territory
Fund).

Class Subscriptions, \$31.40 (New
Territory Fund).

PUREE DE POIS

By
BESOMORO.

A RARE SPECTACLE.

A month ago, in Ceylon, the
extraordinary spectacle of an
aloe plant in full blossom with
a young cobra resting on it was
to be seen. The news of this
strange occurrence soon spread
and crowds began to assemble.
The superstitious inferred that
some great harm was in store
for the inmates of the house.
The latter consulted soothsayers,
who put their minds at rest with
the assurance, that, while the
blossoming of the aloe plant
(komarika) was a portent of
evil, it was counteracted by the
crescence of the cobra, which was
believed to be an incarnation of
a departed member of the house-
hold.

Two wrongs making a right.

MUSIC-TYPEWRITER.

An engineer in Frankfurt, I
read, has applied for patent
rights for a music-typewriter of
simple construction. The ma-
chine prints the usual five music
lines as well as all notes and
musical signs, and can be used
for writing music of any descrip-
tion.

And now the musical type-
writer, playing, when wanted, the
latest rag-time so that harried
and harassed men and women of
commerce may relax, cannot be
afar off.

DID HELEN MIX COCKTAILS?

Did the Greeks drink cock-
tails? Was Helen really a mixer
of cocktails? Mr. H. Warner
Allen, famous as the author of
"The Wines of France," makes
the entertaining suggestion—
perhaps a little playfully—in
his delightful new book, "The
Romance of Wine." Says Mr.
Warner:—
"A wine-lover, writing in
praise of wine, must veil his face.

in shame when he finds himself
compelled to accord to the cock-
tail, the crude mixed drink
which is the enemy of wine and
gods and men, a semi-divine and
Hemeric immortality. For what
was it but a cocktail of which,
alas! the secret has been lost,
that golden Helen, daughter of
Zeus, peerless among women,
mixed for Telemachus and his
friend Peisistratus, guests op-
pressed with grief?"

In proof he quotes the
Homeric description of Helen as
a shaker of cocktails:

"Straightway she cast into the
wine they were drinking a drug
that stayed all pain and grief,
and brought forgetfulness of
every evil. Whoso should drink
it down, mingled in the bowl, not
all that day would he let a tear
drop down his cheeks, no not
though his father and mother
should lie dead before him, or
though before his face men
should be put to the sword his
brother or dear son and his own
eyes should behold it."

Dear, beautiful Helen has been
blamed for many things. Troy,
seemingly, may not, after all, be
the greatest of these.

COURTING ARREST.

Girls, who hug motorcar driv-
ers in Dane County, are only
courting arrest, says a
message from Madison, Wiscon-
sin. As part of a campaign to
eliminate road accidents, the Dis-
trict Attorney has issued in-
structions to his patrolmen that
girls, who throw their arms
around the necks of their sweet-
hearts while they are driving, are
to be taken to the police sta-
tion.

I suggest that the Police Chief
of Hong Kong give this matter
his serious consideration too.
There have been accidents in
Hong Kong which suggest a
similar prime cause.

a record flight to the Cape some
time next month, is on its way
back to England, and took off from
Malta, yesterday.

British Warning to Japan.

Sir Miles Lampson, it is under-
stood, is to warn Japan that her
military operations along the
Peking-Mukden Railway is likely to
endanger the interests of British
bondholders.

Japan, however, it is believed, is
prepared fully to compensate for
any damage that may result.

Chengtung Battle.

According to Chinese reports,
severe fighting was going on yester-
day in this area.

Chinchow.

A clash is deemed to be inevitable
round about here, if Chinese troops
are not withdrawn.

Chulihuo.

Fighting here is reported to have
ceased for the time being. Casual-
ties—Chinese, 60 killed; Japanese,
one officer and three men killed,
and 8 men wounded.

Battle With Bandits.

Japanese troops are reported to
have routed the main body of band-
its between the S. M. Railway and
Taitzho. The bandits suffered
severe losses, and finally fled across
the Liao River.

To-day's Thought.

You are what you think, and not
what you try to make others think
you are.

Ten Years Ago.

[From the "China Mail" of
November 26, 1921.]

To-day's dollar is worth 2/7 1/2.

The Japanese Consulate General
is in receipt of the following infor-
mation:—

"In recognition of the valuable
services rendered during the visit to
Hong Kong last spring of H. H. the
Crown Prince of Japan on his way
to Great Britain, H.M. the Emperor
of Japan has been pleased to confer
upon H.E. Sir Reginald Edward
Stubbs, K.C.M.G., Governor of Hong
Kong, the First Class of the Order
of the Rising Sun, The Insignia of
which is expected to arrive shortly.

SELF - EXPRESSION

By
A. N. M.

I had not taken particular notice of him when I got into the carriage, but at his sudden exclamation I lowered my paper to look at him. He was an elderly, neat little man, with the aspect of a respectable interlayer, but, for the moment, he was overcome with alarm or chagrin. This was so apparent that I felt I must take some notice of it; he was the only other occupant of the carriage. I said: "What is the matter, sir?"

He said: "Most annoying, most annoying," and he glared at me as though I had been to blame.

"What is annoying?"

"I have just thrown my glasses out of the window," he said.

"Indeed!" said I. "Whatever did you do that for?"

"What a question to ask!" he said. "You don't suppose I did it on purpose?"

"Then why the devil did you do it?" I said. His tone annoyed me.

"I must have mixed my hands," he said.

"Mixed your hands! How d'you do that?"

"Don't you see?" he said. "I was smoking a cigarette and I meant to throw the end out of the window. I had the glasses in one hand and, of course, I thought it was the other hand. Now this hand — no, I mean the other hand —"

"Your trouble seems to be an excess of hands," I said unfeelingly.

"I suppose it's too late now to pull the communication-cord," he said.

I advised against it, and he said: "But it's extremely annoying. Do you realise that?"

"As a joke it will last you a life-time," I said. "Do you realise that?"

"There is no joke whatever about it, sir," he said. "Your attitude is most unfeeling. Why didn't you stop me?"

"That seems to me an unreasonable question."

"Is it reasonable to expect me to be reasonable in the circumstances? Now, if you had been a man of rapid and decisive action —"

"Don't talk nonsense," I said. "We were slack before a station. I shall give them notice about it here," he said. "What are the chances of my recovering them?"

"Negligible," I said.

"But they were made by a leading optician. I shall insist —"

The train was stopping, and he put his head out of the window, shouting: "Guard! Station-master! Quick! Do not dally!"

A porter came up, but he wasn't very quick. He didn't seem to understand my companion's explanations. He said we had no business to throw things out on the line; a pal of his had been nearly killed by a ginger-beer bottle. My impulsive friend told him he was a stupid fool, and again shouted for the station-master, who presently hurried up. He was unsympathetic, possibly biased by the porter's audible opinion that the gent was off his nut. He turned to me, and I tried to explain that it was a simple case of mixing hands. "There are two of them," he said. "The train's late already." He waved his hand, the guard whistled, and off we went. My friend's language was terrific, and he shook both his fists at the receding stationmaster.

But as we drew out of the station he caught sight of its name on the board, and his outcries took a sharper note. "What station is this?" he cried. "Why! This is where I got out. This is the junction."

"D'you mean to say —" I began, but he was snatching things off the rack, shouting meanwhile: "Stop it! Stop it!"

"Don't be an ass," I said. "You can't stop it." I thought he was going to open the door and I caught him round the waist. Struggling, we fell to the floor.

"All right, all right," he said. "Don't make a fool of yourself." We scrambled up and sat down opposite to one another. I watched him closely. He said: "My luck's out to-day. I didn't like the look of you when you got into the carriage."

"As to that," I said, "my thumbs began to prick the moment I saw you."

"What on earth do you mean?" he said. "Do try to talk intelligibly."

"Very well," I said. "I will try to keep down to your level."

"We shall quarrel if you are not careful," said he.

"I shouldn't wonder," said I, "but it would be interesting to see what you consider quarrelling."

"It might give you a shock," he said.

"Well," said I, "I shall soon be rid of you. I presume you'll get out at the next station."

"Why should I?" said he. "I might prefer to stay and refute every point you make."

"You haven't refuted anything yet," I said. "You've merely behaved like a Tomfool. If this is a sample of your behaviour your life must be a turmoil. Your relations with everybody about you —"

He interrupted me. "As I might have expected," he said, "you are utterly and precisely wrong. I am a man of the most careful and regular habits, a punctilious husband, a model parent, an exemplary citizen."

"I know nothing about that," I said. "You seem to be a man of wildly erratic habits —"

"Stay!" he cried. "I mention a simple point. Did you ever meet a man who changed his bootlaces before they broke?"

"Never," I said. "I don't be-

lieve there is such a man."

"I am that man," he said.

"Perhaps you have a dual personality like Dr. Jekyll and Mr. Hyde?" I said.

"No," said he, "but I will tell you this: I will give you my confidence so far. There are times when I feel that I do not assert myself sufficiently. To do so at home would be — well, inconvenient. But to-day, for instance, I have been provoked to a form of self-expression that is vital to my being. It is a natural relief."

"I think I understand," I said. "I have heard of henpecked husbands before, and I accept your apology."

"There is no apology," he said. "Don't make any mistake about it. I am merely trying to cram a little sense into our thick skull."

The train was slowing down. "It is some satisfaction to know that we are not likely to meet again," he said.

I disgraced myself; I admit it. As he got out I cried: "Henpecked! Yah! I reverted to the worst period of my boyhood, and I am sorry to say that I enjoyed it. I was hardly surprised to see him sprinting along the platform. He seemed to be shouting indiscriminate abuse. And then I caught a word that startled me. I drew in my head and looked round hastily. The fool had taken my suit-case instead of his own."

Small mate will not curl up if millinery wire is sewn round edges.

HEIFETZ LAUDED.

His Art Has Deepened and Grown.

Commenting on Heifetz's opening violin recital at the new Tokyo Theatre on September 26, Clarence Davies writes in the Japan Advertiser as follows:

"This is Heifetz's second visit to Tokyo. His first visit occurred shortly after the great earthquake of September 1, 1923, at which time he played in the auditorium of the Imperial Hotel. Eight years have done as much to Heifetz as they have to Tokyo. Tokyo went through material destruction and has been re-born, and Heifetz's art has deepened and grown in spiritual quality. Gifted with technical skill which is surpassed by none, Heifetz to-day adds to that gift a depth of feeling which unquestionably ranks him as the world's greatest violinist. He is in the heyday of his prime and the artist within him reigns supreme."

KOWLOON GOLF.

POOLER WINS QUALIFYING ROUND.

In the qualifying round for the Captain's Cup played over the Kowloon course during the week-end J. Pooler 80-11=69 secured first place, while H. T. Buxton 82-12=70 and G. E. L. Johnson 83-13=70 tied for second place.

SINCERE'S DOLLAR DAY.

The Sincere Co., Ltd., are enjoying the most successful sale of the year. In spite of general trade depression and competition one finds the store crowded with purchasers who have helped to create an unusual record sale. Delegates from the Kuomintang National Congress arriving in Hong Kong yesterday visited the store in a body and complimented the management on their many excellent schemes.

A novel feature of the sale is the "dollar" scheme. Wonderful bargains may be secured in the dollar department near the main entrance and that worrying problem of "what shall I buy" may be easily solved. Every department has a dollar counter, where articles are sold at the special price of one dollar. This is quite a new venture on the part of Chinese departmental stores and, if one may judge by this initial experiment, it is one that promises to feature very largely in the future. That those special reductions, which are being made in order to meet the present rate of exchange, are appreciated by the public is evidenced by the fact that sales during the first three days exceeded even those of the last sale, which it is recalled reached an unprecedented level in the history of local merchandising.

The special ladies' and children's day proved very popular and a welcome diversion from the usual stale sale methods. On Saturday a very special day is being arranged, when wines and all provisions will be largely featured and sold at greatly reduced prices at all counters.

lieve there is such a man."

"I am that man," he said.

"Perhaps you have a dual personality like Dr. Jekyll and Mr. Hyde?" I said.

"No," said he, "but I will tell you this: I will give you my confidence so far. There are times when I feel that I do not assert myself sufficiently. To do so at home would be — well, inconvenient. But to-day, for instance, I have been provoked to a form of self-expression that is vital to my being. It is a natural relief."

"I think I understand," I said. "I have heard of henpecked husbands before, and I accept your apology."

"There is no apology," he said. "Don't make any mistake about it. I am merely trying to cram a little sense into our thick skull."

The train was slowing down. "It is some satisfaction to know that we are not likely to meet again," he said.

I disgraced myself; I admit it. As he got out I cried: "Henpecked! Yah! I reverted to the worst period of my boyhood, and I am sorry to say that I enjoyed it. I was hardly surprised to see him sprinting along the platform. He seemed to be shouting indiscriminate abuse. And then I caught a word that startled me. I drew in my head and looked round hastily. The fool had taken my suit-case instead of his own."

Small mate will not curl up if millinery wire is sewn round edges.

S.P.C.A.

Further List of Subscribers.

The Honorary Treasurer desires to acknowledge with thanks the receipt of the following donations:

Previously acknowledged \$4,397.35

A. R. H. F. 10.00
H. W. 5.00
J. M. 2.00
Anonymous 2.00
J. M. F. 2.00
C. M. G. 2.00
A. Friend 2.00

Total \$422.85

POSESSION AND KNOWLEDGE.

(Continued from Page 1.)

found on a person's premises, the place where it is found is of great importance. If the only evidence is that it was found on the premises, it would not be possible to infer knowledge. If it were found in the defendant's private safe, knowledge could be inferred. Here, the thing, a document, was found in a pile of paper on the defendant's desk. The defendant's evidence simply was, (1) a denial of knowledge, and (2) a statement that all the teachers were allowed to open letters. He called no other evidence, and he made no attempt to show by whom the document was opened or received. We think that he has failed to raise any reasonable doubt as to the correctness of the inference referred to above. We, therefore, confirm the conviction as regards Exhibit 2.

There is, however, no evidence of guilty intention, as distinguished from knowledge of possession. We, therefore, reduce the fine to twenty-five dollars.

As the conviction is confirmed, and the fine is reduced, there will be no order as to costs.

The defendant-appellant was represented by Mr. F. C. Jenkin, K.C. (instructed by Messrs. G. K. Hall Brutton & Co.), while the complainant-respondent, the Hon. Inspector-General of Police, was represented in the appeal by Mr. H. Somerset Fitzroy, Assistant Attorney-General.

It will be remembered that there was another appellant before the Appeal Court, Lau Wing-sang, an assistant master of the school, who was sentenced by Mr. Fraser to 12 months' hard labour for certain writings on a blackboard in a classroom. When the Magistrate re-opened the case ships allowed Lau's appeal with the confirmed Lau's sentence.

In the Full Court, their Lordships:

ESTATE LEFT.

Li Tai-koo, widow, formerly of 248, Hollywood Road, who died on July 10, 1929, at Sha Chung village, left estate in the Colony valued for probate at \$31,300.

Probate of her will has been granted by the Supreme Court to her daughter-in-law, Ho Shi, widow, temporarily residing at 248, Hollywood Road, first floor, who is the sole executrix named in the will.

In her will the testatrix left every thing to her eldest grandson, Lau Puk-lun, at present a minor.

If children's buttons and tapes are sewn on with crochet instead of reel cotton they will stand much better.



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1627

STILL FIRST
1927

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S.S. VENEZIA-L (pass. & cargo boat)	Dec. 20	Jan. 17
M.V. HILDA (cargo boat)	Dec. 14	Jan. 17
S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

* Outward voyage to Shanghai only.
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SHINYO MARU	Tuesday, 22nd December.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 15th December.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
YASUKUNI MARU	Friday, 4th December.
HAKONE MARU	Saturday, 12th December.
SYDNEY & MELBOURNE via Manila & Ports.	
ATSUTA MARU	Saturday, 26th December.
KAMO MARU	Saturday, 23rd January.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Friday, 27th November.
NAGATO MARU	Monday, 30th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
HEIYO MARU	Tuesday, 22nd December.
NEW YORK, BOSTON via Panama.	
TAKAOKA MARU	Thursday, 10th December.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa & Marseilles.	
DAKAR MARU	Sunday, 20th December.
CALCUTTA via Singapore, Penang & Rangoon.	
RANGOON MARU	Sunday, 29th November.
BENGAL MARU	Tuesday, 8th December.
SHANGHAI, KOBE & YOKOHAMA	
FUSHIMI MARU	Saturday, 28th November.
HAKODATE MARU	Saturday, 28th November.
TANGO MARU	Tuesday, 1st December.

† Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

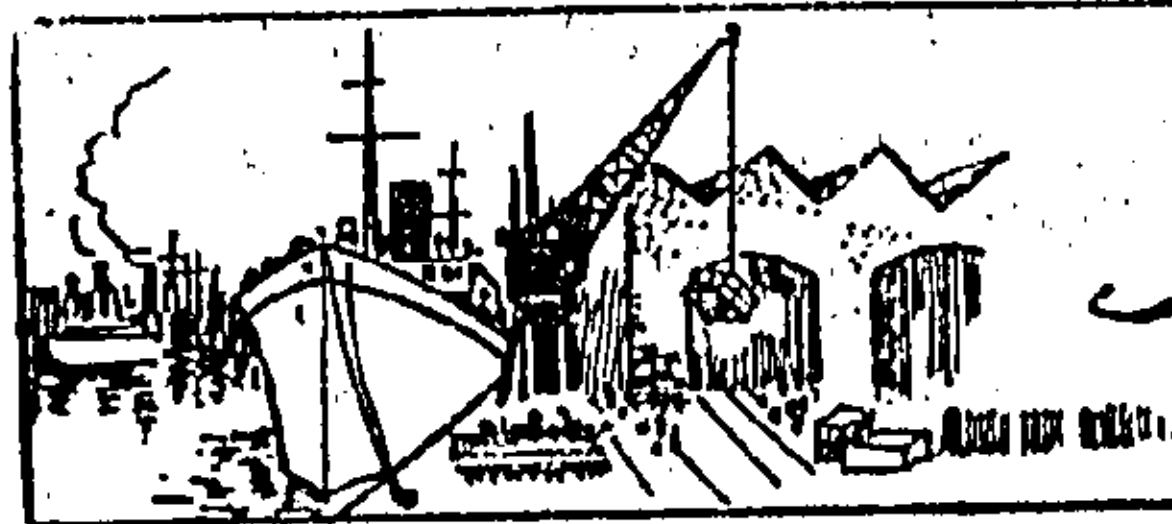
O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Fri., 4th Dec.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Manila Maru	Sun., 29th Nov.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Services).	Sydney Maru (not calling at Manila)	Sun., 6th Dec.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Havana Maru	Wed., 9th Dec.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansai Maru	Sat., 12th Dec.
BOMBAY & KARACHI via Singapore & Colombo.	Argon Maru	Thurs., 3rd Dec.
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Sumatra Maru	Tues., 1st Dec.
HAIPHONG via Hoilow.	Menado Maru	Thurs., 10th Dec.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Hozan Maru	Sun., 20th Nov.
JAPAN PORTS via Takao & Keelung.	Panama Maru	Tues., 8th Dec.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 3rd Dec.

For further particulars please apply to—

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Shipping Intelligence.

ARRIVALS OF SHIPS.

Tuesday, November 24.
Tjibadak, Dutch str., 4,800 tons, Capt. J. J. Duit, from Muntok, buoy No. A2.—J.C.J.L.
Wednesday, November 25.
Bremerhaven, German str., 1,617 tons, Captain J. Engels, from Madang, buoy No. C3.—Melchers & Co.
Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, buoy No. B16.—M. M. & Co.
Chakong, British str., 1,470 tons, Capt. J. Anish, from Swatow, West Point Wharf.—J. M. & Co.
General Metzinger, French str., 5,524 tons, Capt. Angelvin, from Saigon, Kowloon Wharf.—M. M. & Co.
Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Golden Star, American str., 4,017 tons, Capt. M. E. Shigley, from Shanghai, Stonecutters Anchorage.—States & Co.
Graciosa, Norwegian str., 1,029 tons, Capt. A. Markussen, from Canton, buoy No. C4.—Thoresen & Co.
Haining, British str., 832 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas & Co.
Hanyang, British str., 1,207 tons, Capt. C. Harris-Walker, from Canton, buoy No. B21.—B. & S.
Havdrot, Norwegian str., 713 tons, Captain E. Fingalsen, from Samarinda, buoy No. B28.—K. Larsen & Co.
Helikon, British str., 1,220 tons, Capt. W. Anderson, from Saigon, buoy No. B11.—Wo Fat Sing.
Henrik, Norwegian str., 761 tons, Capt. J. Jorgensen, from Pakly Bay, Stonecutters Anchorage.—Thoresen & Co.
Hiroshi Maru No. 3, Japanese str., 664 tons, Capt. Y. Okada, from Keelung, Yaumati Anchorage.—M.B.K.
Hozan Maru, Japanese str., 1,388 tons, Captain H. Oyama, from Swatow, buoy No. B23.—O.S.K.
Kamo, British str., 725 tons, Capt. L. Beer, from Saigon, buoy No. B9.—Williamson & Co.
Konsan Maru, Japanese str., 1,556 tons, Captain T. Katake, from Newchwang, Yaumati Anchorage.—D.K.K.
Mao Lee, Chinese str., 1,209 tons, Capt. Y. Watanabe, from Canton, Kowloon Wharf.—Yu Tai Hong.
New Mathile, British str., 842 tons, Capt. D. Thomas, from Pakhoi, Stonecutters Anchorage.—Yik Tai & Co.
Suiyang, British str., 1,594 tons, Capt. G. M. Byrne, from Canton, buoy No. B3.—B. & S.
Sungshan Maru, Japanese str., 1,503 tons, Capt. M. Yamamoto, from Swatow, Yaumati Anchorage.—N.Y.K.
Sunning, British str., 1,570 tons, Capt. R. H. Fairley, from Swatow, buoy No. B20.—B. & S.
Tijikarant, Dutch str., 6,064 tons, Capt. Jonge, from Balikpapan, buoy No. A1.—J.C.J.L.
Tjipanas, Dutch str., 2,775 tons, Captain Van Luyken, from Sourabaya, buoy No. A3.—J.C.J.L.
Wing Wo, Portuguese str., 280 tons, Captain L. D. de Lemos, from K. C. Wan, Salkong Wharf.—Wo Hop & Co.

Henrik, for Whampoa.
Kweiyang, for Hoilow.
Lyeemoon, for Swatow.
Ryusei Maru, for Dairen.
Suisang, for Singapore.
Suiyang, for Shanghai.
Sunkong, for K. C. Wan.
Sunning, for Canton.
Tai Lee, for Canton.
Tjibadak, for Amoy.
Tehekam, for Hoilow.
Van Heutz, for Swatow.
Yuan On for Shanghai.

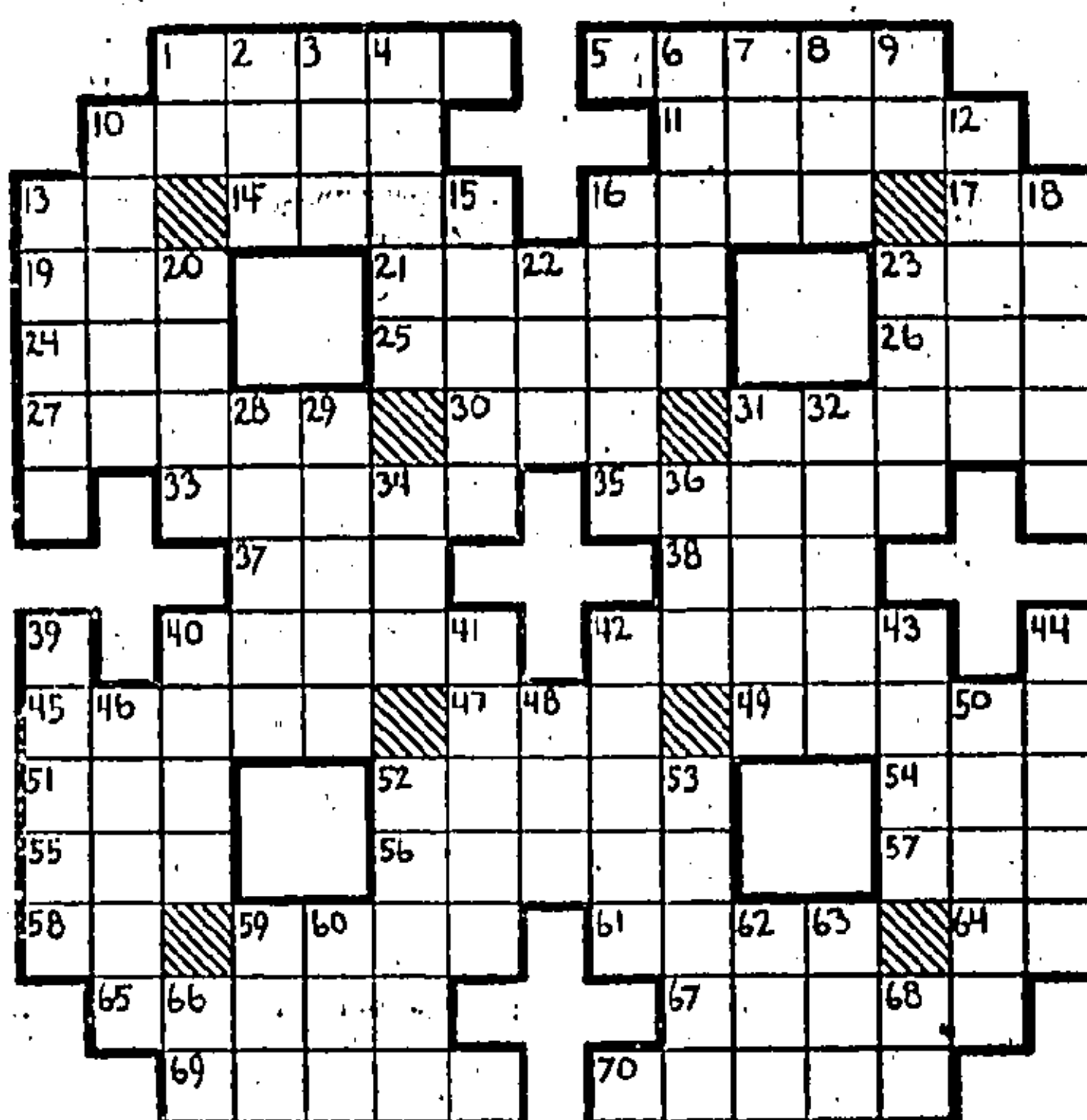
WARSHIPS IN PORT.

The following British warships were in harbour to-day:
Berwick—No. 3 buoy.
Bruce—South wall.
Cornwall—No. 5 buoy.
Folkstone—West wall.

Hermes—No. 1 buoy.
Kent—North arm.
Marazion—East wall.
Medway and Suba—No. 2 buoy.
Olympus—in dock.
Osiris—in dock.
Perseus—in dock.
Sepoy—North wall.
Serapis—in dock.
Somme—North wall.
Stormcloud—North wall.
Suffolk—West wall.
Tamar—Basin.
Tarantula—East wall.
Thracian—North wall.
Foreign Men-of-War.
Argus—French gunboat.
Craonne—French dispatch vessel.
Gil Eanes—Portuguese transport.
Helena—American gunboat.
Houston—American gunboat.
Isabel—American gunboat.
Mindano—American gunboat.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



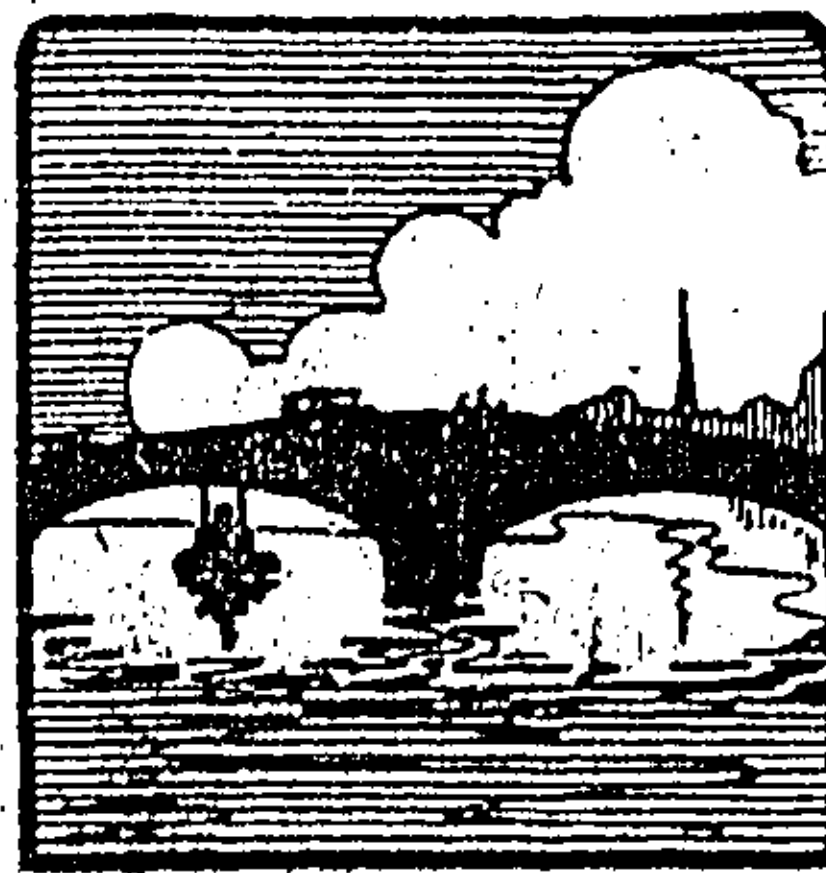
- | | | |
|--|--|--|
| <p>HORIZONTAL</p> <p>1-A convent</p> <p>5-Shadow</p> <p>10-A beer-mug</p> <p>11-To fall into line</p> <p>13-Into</p> <p>14-Specks</p> <p>15-To strike with the open hand</p> <p>17-Part of the Bible (abbr.)</p> <p>19-Prefix. Not</p> <p>21-Choose</p> <p>23-Bustle</p> <p>24-Constellation</p> <p>25-Rends asunder by force</p> <p>28-A cover</p> <p>27-A kingdom between Tibet and India</p> <p>30-Lair</p> <p>31-American authorities</p> <p>33-Obsolete</p> <p>35-To bar, oneself, in general by one's own act</p> <p>37-Greek letter</p> <p>38-Suffix to form comparative degree</p> <p>40-A shore-bird</p> <p>42-Appearing as if gnawed (Bib.)</p> <p>45-Chief of evil spirits</p> <p>47-Human being</p> <p>49-A warm admirer</p> <p>51-Ocean</p> <p>52-A Jewish month</p> | <p>HORIZONTAL (Cont.)</p> <p>54-Girl's name</p> <p>55-Mistake</p> <p>56-Ansoreen (abbr.)</p> <p>57-Short sleep</p> <p>59-Nickel (abbr.)</p> <p>59-Debar</p> <p>61-Narrow strip of woven fabric</p> <p>64-Doctor of Science (abbr.)</p> <p>65-Exalt</p> <p>67-Wrathful</p> <p>69-Rova</p> <p>70-The aft part of a ship</p> <p>VERTICAL</p> <p>1-Near</p> <p>2-Article of furniture</p> <p>3-Combining form</p> <p>4-Penetrator</p> <p>6-Reste</p> <p>7-A wing-like part</p> <p>8-Cap</p> <p>9-Half an am</p> <p>10-To breathe noisily</p> <p>12-To bestow an income upon</p> <p>13-Silly</p> <p>15-Slip</p> <p>15-View</p> <p>16-Cat</p> <p>20-Back of neck</p> <p>22-The mother of all mankind</p> | <p>VERTICAL (Cont.)</p> <p>23-Any sphere of action</p> <p>28-Language of ancient Rome</p> <p>31-A backless seat for one person</p> <p>32-Trunk of the body</p> <p>34-Juice of plants</p> <p>36-A title</p> <p>39-Manufacturing city of Prussia</p> <p>40-Be prominent</p> <p>41-Free from faults</p> <p>42-Perform</p> <p>43-Uniform</p> <p>44-Square</p> <p>46-The nest of an eagle</p> <p>48-An Arabian sleeveless garment</p> <p>50-Elude</p> <p>52-More rational</p> <p>53-Distinguishing feature of mind</p> <p>59-Member of a tribe of Burma</p> <p>60-Goddess of malicious mischief (Gr. Myth.)</p> <p>62-Prefix. Before</p> <p>63-Organ of hearing</p> <p>66-Military officer (abbr.)</p> <p>69-Measure of weight (abbr.)</p> |
|--|--|--|

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

K. M. A.

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Emp. of Russia	Dec. 18	Dec. 21	Dec. 22	Dec. 24	Dec. 25	1932	1932
Emp. of Japan	Jan. 2	Jan. 5	1932	1932	1932	Jan. 17	Jan. 17
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 22	Feb. 22
Emp. of Canada	Feb. 20	Feb. 23	Feb. 25	Feb. 27	Feb. 27	Mar. 6	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 21	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 20	Mar. 22	Mar. 23	Mar. 28	Mar. 28
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 11	Apr. 11
Emp. of Canada	Apr. 9	Apr. 12	Apr. 14	Apr. 16	Apr. 17	Apr. 22	Apr. 22
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 9	May 9
Emp. of Japan	May 7	May 10	May 12	May 14	May 15	May 20	May 20
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	June 4	June 4
Emp. of Canada	June 4	June 7	June 9	June 11	June 12	June 17	June 17
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	July 4	July 4

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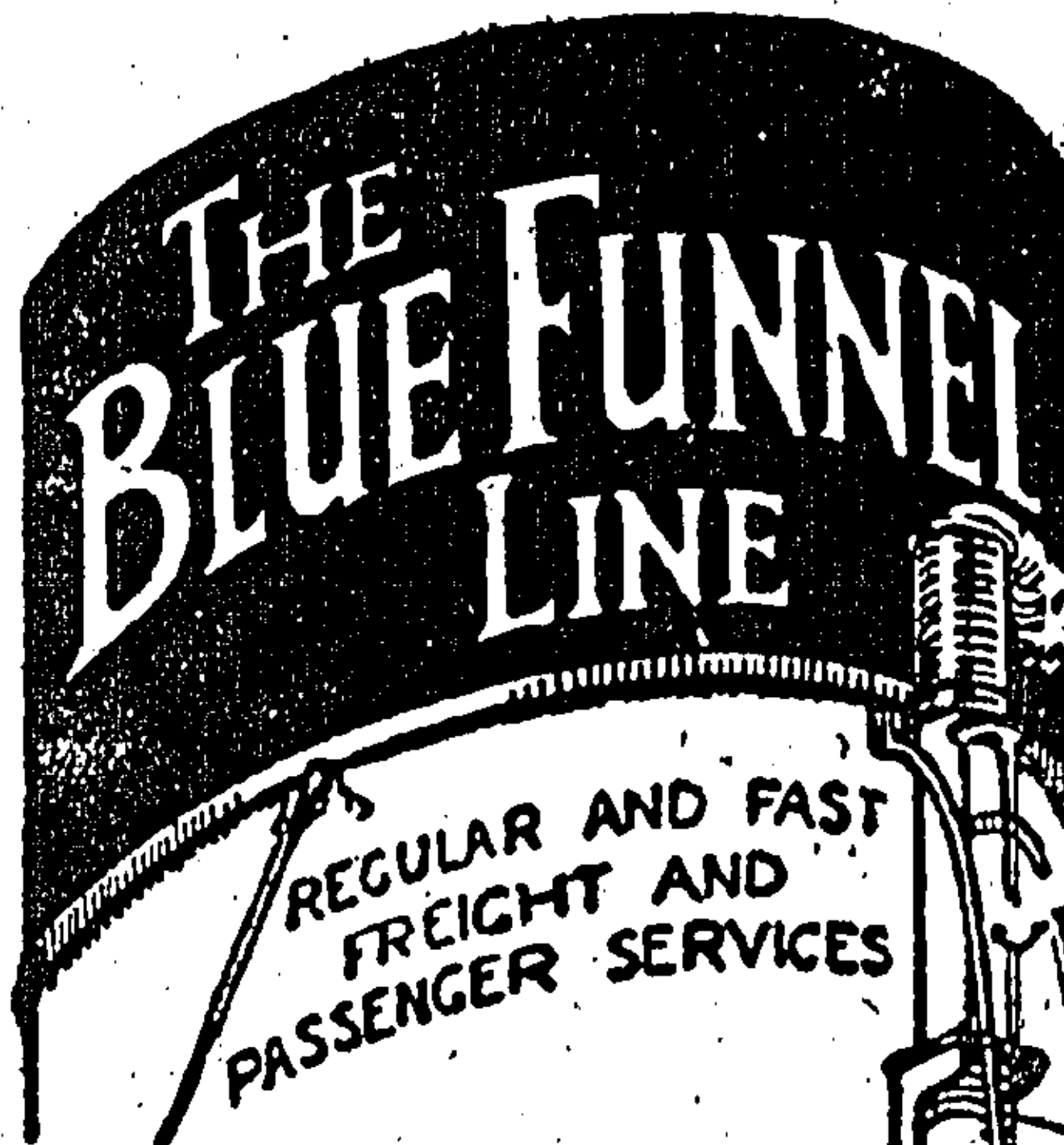
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*KAJPUTANA	17,000	5th Dec.	Marseilles & London.
*CORFU	16,000	19th Dec.	Marseilles & London.
*ISOMALI	6,800	20th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
*KARMALA	9,000	15th Jan.	Marseilles, L'don, R'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
*KASHMIR	9,000	13th Feb.	Marseilles, L'don, R'dam & A'werp.
NALDERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SOUDAN	6,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
KAJPUTANA	17,000	26th Mar.	Marseilles & London.
*CORFU	16,000	9th Apr.	Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
NALDERA	17,000	7th May	Bombay, Marseilles & London.
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RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Kobe, Osaka & Y'hama.
*MIRZAPUR	6,700	7th Dec.	Shanghai, Moji & Kobe.
SANTHIA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	4th Jan.	Shanghai, Kobe, Osaka & Y'hama.
*KALYAN	9,000	9th Jan.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	15th Jan.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	15th Jan.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	6,800	23rd Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
KAJPUTANA	17,000	27th Feb.	Shanghai, Kobe & Yokohama.

* Cargo only.

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Memories of Sixty
Years Ago.

ADVENTURES WITH CANNIBALS.

Captain John Dowdy, of
Hunstanton, Norfolk, the last
of the skippers who commanded
the old windjammers engaged
in the great tea races of 60 years
ago, was 85 on September 17—
and he is still hale and hearty.

He is the oldest member of
the Shipwrecked Mariners'
Society, and he has congratula-
tory letters from King Edward
and the present King.

His career has been remark-
able and full of adventure.

Running away to sea at the
age of 13, he commanded every
form of sailing vessel, and finish-
ed as captain of a Union Castle
liner.

As you would expect, he has
been in many dangerous plights.

On one occasion, when in the
barque General Havelock, the
decks were swept clean by a
typhoon in the China Sea. Tim-
bers were crashed in by storms
and the vessels could only be
kept afloat by the crew pumping
night and day.

Alone to Get Help.

The bravest deed of his life
was when he was first officer in
the Seagull, 63 years ago, when
she was wrecked on a reef in the
Indian Ocean.

The crew made for an island,
but starvation threatened the
whole ship's company, and Mr.
Dowdy, a young man then, vol-
unteered to try to reach
Point de Galle, Ceylon, 460 miles
away, in an open boat.

He made the journey, in spite
of bad weather, in four days,
and securing a small steamer, re-
turned and rescued his ship-
mates, who by that time were in
a bad way.

Later he narrowly escaped
capture by cannibals when the
Ada, which he was commanding,
ran on a reef in the Indian Ocean
and stuck hard and fast.

Sixteen boats, loaded with
hostile savages, set out from an
island to the stranded vessel.

They were about to plamber
over the side, and Captain Dowdy
was ready to shoot, when hap-
pily the vessel swung off the reef
and was able to steam away.

Pirates and Smugglers.

Comparing seafaring life of
over 70 years ago, Captain Dowdy
said that, although piracy was
almost stamped out in those
days, there were occasional
cases.

Smuggling still existed, and
he remembers it being carried on
around the Norfolk coast.

An able seaman was paid £2
10s. a month when Captain
Dowdy was at sea. The work
was hard and dangerous and the
food was very poor. Men were
often wet through for a fort-

night on end. He and his bro-
thers, Joseph and Samuel, each
commanded racing clippers in
the ocean tea races.

In 1867, his brother Joseph
won the race in the Taiping in
record time, and the then Prince
of Wales, in recognition of their
performances in the races, invited
them to dinner at the Fish-
mongers' Hall.

A Robinson Crusoe.

Once, while becalmed among
the Solomon Islands, Captain
Dowdy had a strange experience.
A boat put off to his ship from
one of the islands. He was hail-
ed in English, and what appear-
ed to be a native came on board.

The man explained that he
was an Englishman who years
ago was shipwrecked and thrown
up on an island. At first the
natives were going to kill him,
but the daughter of one of the
headmen pleaded for his life.

He subsequently married her
and had been elected king of the
island.

Captain Dowdy invited him to
return to England, but the man
glanced back at the island and
said: "All my relatives think
me dead. I have four children
and these people love me. No. I
will stay with them."

Diplomats in Distress.

Another incident in his life
was when three important for-
eign diplomats, wearing high
hats, found themselves in the
water at Capetown.

They had remained on the
quay to talk after being request-
ed to come on board and so Cap-
tain Dowdy sailed without them.

They tried to jump on the
ship — and missed.

When asked for an explana-
tion Captain Dowdy replied:
"You said the mails were not to
be delayed on any account, and
my ship does not wait for de-
bates to end."

PRESIDENT COOLIDGE.

The new \$88,000,000 Dollar Liner,
s.s. President Coolidge will arrive
in Hong Kong on the afternoon of
Sunday, November 29, and will sail
for Manila on Monday, November
30, at 6 p.m., one day ahead of
printed schedule.

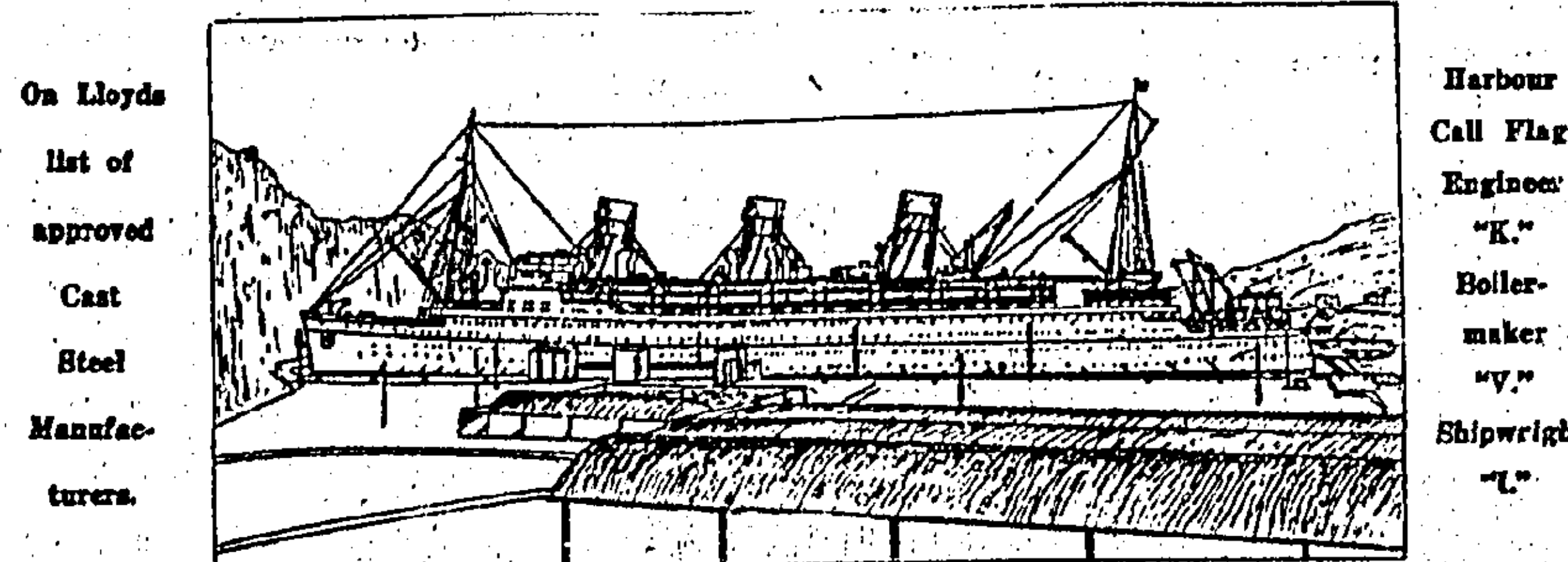
The local office of the Dollar Line
advise that this advance is made to
permit the President Coolidge to
connect at Manila with the Dollar
Line Around the World steamer s.s.
President Adams for New York via
Singapore, Penang, Colombo, Suez,
Port Said, Alexandria, Naples and
Marseilles.

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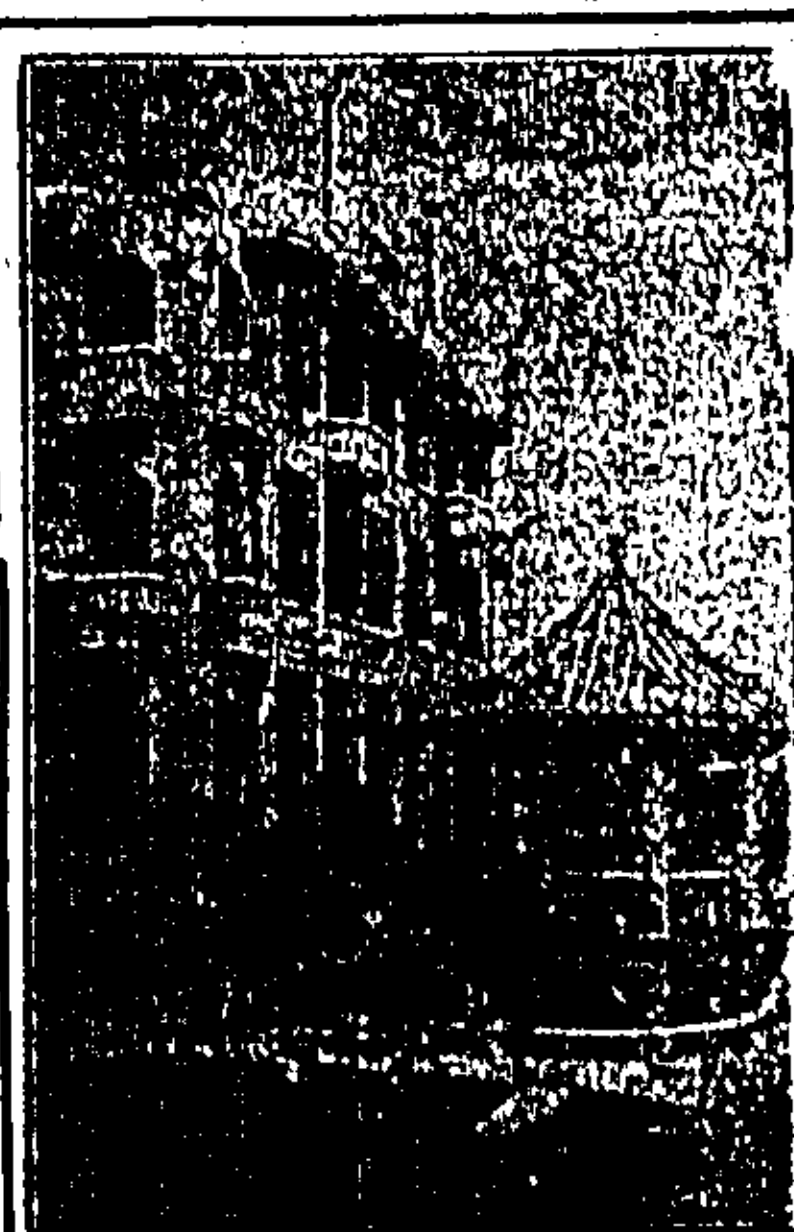
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Call Signal T.H.Q.B. Sheerlegs capable of lifting 60 tons.

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will arrive HONG KONG on

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and will sail for

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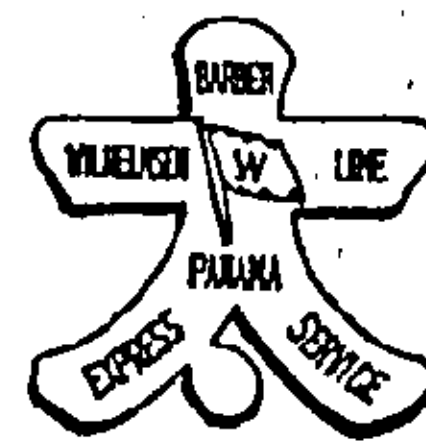
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ESTABLISHED 1845.

HONG KONG, THURSDAY, NOVEMBER 26, 1931.

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Dentaline is an Antiseptic Germicide and Astringent. Properly diluted it is delightful to taste and refreshing to use.

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TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

SHE THOUGHT HE
WAS A GIGOLO!



But he was only
posing as a dancing
man to test her
love!

This is Bill Haines'
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role! It's a treat
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From the
BELASCO
STAGE HIT
"Dancing Partner"

HAINES
IN
Just a GIGOLO

with
IRENE PURCELL
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with
Du BARRY,
WOMAN OF PASSION

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AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30, 5.20, 7.20 & 9.20.

HER FLAMING BEAUTY WON ALL HEARTS!

GRETA GARBO

in
THE KISS

with
LEW AYRES

CONRAD NAGEL.



COURT MARTIAL ON "MEDWAY"

STRANDING OF H.M.S. PETERSFIELD

NAVIGATION OFFICER ON TRIAL

ADMIRAL KELLY'S EVIDENCE AND APPRECIATION OF
OFFICERS' AND MEN'S CONDUCT.

I

The Judge Advocate read the official report of the stranding made by the Commander of the "Petersfield" to the Commander-in-Chief.

Cross questioned, Commander D. C. Lang, said he was on the bridge from 0050 hours. He knew that the Navigating Officer (accused) had left orders that he was to be called at 2 a.m. When the time came for the N.O. to be called, he (witness) said that it was unnecessary to call him (N.O.) at that moment. The reasons for saying this were, that accused would have a trying day in front of him on the morning; also he (N.O.) had had a trying time during the two previous days, and witness knew that the N.O. required all the rest he (witness) could give him (N.O.).

Discoloured Water Patch.

In reference to a patch of discoloured water that was shown on the chart, witness submitted that, because a chart was marked discoloured water, on the China Coast this meant very little. Witness went on to describe a previous experience where he had had dealings with discoloured water.

Returning to the question of the Navigating Officer's wish to be called at 2 a.m., witness said the Officer gave no reasons for being awakened at this particular time. All questions of tides and currents had been discussed between witness, accused and the Commander-in-Chief. Witness added that it was not customary for the Navigating Officers to consult him before taking soundings.

Weather Conditions.

Lieut.-Comdr. Mundy gave evidence as to weather conditions previous to and at the time of the stranding. While he was on watch no soundings were taken. On the night of the disaster, accused came on to the Bridge at 9.30 and told witness to call him at 2 a.m. At witness' request accused wrote the instructions on a block. The Captain did not come on the Bridge, while witness was on watch.

Lieut.-Comdr. Chichester, said he called the Captain at 12.50, and the Captain remained on the Bridge until shortly before the grounding, when he went down below with the Navigating Officer, who was called at 2.20 a.m. When he first called the Captain, there was a thick fog, and the sea was calm. He was satisfied that the ship was on a safe course when he took over for his watch.

At the time of the grounding the visibility was about 2 miles. Witness verified the evidence that the Navigating Officer wrote orders for being called on a pad, and when 2 a.m. came witness was going to call him when the

Great tribute was paid to-day to the Officers and personnel of H.M.S. Petersfield, which went aground on the North side of Tung Yung Island in the early hours of the morning of November 12, by the Commander-in-Chief, Admiral W. A. H. Kelly, K.C.B., C.M.G., M.V.O., at the Court Martial which was opened on board H.M.S. Medway.

The accused, Lieut. Pratt, Navigation Officer of the H.M.S. Petersfield, was placed on trial on three charges:—

(a)—That he did negligently, or by default, suffer H.M.S. Petersfield to be lost.

(b)—That he did negligently, or by default, suffer H.M.S. Petersfield to be stranded, and

(c)—That he did negligently, or by default, cause H.M.S. Petersfield to be hazarded.

The Court consisted of Captain Layton (H.M.S. Kent), Captain Marrack (H.M.S. Medway), Captain Mackenzie (H.M.S. Tarantula), Captain Burnett (H.M.S. Bruce), and Commander Morris (H.M.S. Tamar).

The Judge Advocate was Paymaster Lieut. Comdr. Wheeler (H.M.S. Medway), whilst Captain Godfrey (H.M.S. Suffolk) presented, and Lt. Comdr. Dowse (H.M.S. Berwick) appeared for the defence.

II

Captain intervened and said: "Let him be for a little while." The look-out called accused at 2.20 a.m., and he came to the Bridge very shortly after.

Actual Grounding.

Referring to the actual grounding, witness said he saw a line of white breakers on the Port bow. He gave orders "hard to port," "stopped to ship" and the "full speed astern." He shouted to the Captain, who was then in the Chart Room, "rocks on the port beam." The Captain then came on the Bridge and said "Carry on, I can see nothing." The ship still had headway when witness saw a rock right ahead. The ship struck with her port bow. The Navigating Officer shouted "Water astern," and almost immediately a report came from the stern that the port propeller had struck. The shock was felt all along the ship.

Witness said that the ship would not have been saved from grounding had different orders been given and the vessels head kept on the same course. The ship, in his opinion, was too close to the cliffs.

A.B.s Wright, Deakin, Collins, Lusher, and Dinner gave evidence as to weather conditions. Deakin said that he was going to call the Navigating Officer at 2 a.m.

III

Commander Lang interposed and said, "No, don't call him, I know what he wants, it will do in about 20 minutes time."

A. B. Collins, who was on watch at the time of the grounding, said he awakened the Navigating Officer at 2.20 a.m.

C. P. R. A. Jenkins, who was in charge of the Engine Room watch also gave evidence.

Admiral Kelly's Evidence.

Giving details of the actual grounding, the Commander-in-Chief, Admiral Kelly, said when the ship struck he proceeded to the deck to see what had happened. Before going on deck it was obvious to him, from the bump, that there would be little prospect of getting off. It was a very dark night, but a cliff could be seen, and breakers on the port side.

Proceeding to the bridge, he found that when the signal lamp was put on, the ship was broadside on to the coast, but still "alive" and bumping. The wind was blowing directly on to the coast, and from the position it was impossible to manoeuvre the ship had she been free. In addition to that, in his clear opinion, had it been possible to get the ship off, she would have immediately foundered in deep water. That the cliffs were scaleable was confirmed when a light was seen to be slowly descending the cliff face. Having decided that no useful object could be obtained in getting the ship off, preparation for evacuation was made.

Admiral Kelly then went on to describe the evacuation and the dangers and risks that attended it.

Speaking highly of the unselfishness of the Officers and men, he said their conduct was admirable in every sense. The party was finally taken off and put on the H.M.S. Suffolk, which proceeded to its destination during the afternoon of the day following the grounding.

Following the description of the evacuation of the island, Admiral Kelly made some remarks on the report which was made to him by Commander Lang.

The Court is proceeding.

Whilst the Shamshulpo ferry, Man Sang, was journeying from Shamshulpo to Hong Kong last night, a Chinese woman a third-class passenger, jumped overboard. She was rescued by the crew of the steam launch Asia, and placed back on board the ferry. Artificial respiration was applied, but without success and the body was later conveyed to the Kowloon mortuary.

CENTRAL

COMMENCING TO-DAY

at 2.30, 5.10, 7.15 & 9.20 p.m.

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with ANN HARDING-MARY ASTOR-EDWARDEVERETT HORTON
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NEXT CHANGE

ZANE GREY'S

"THE BORDER LEGION"

A Paramount Picture



Woman invades man's land—a land of daring desperadoes—and conquers with love. Spectacular action in the great outdoors. The West of goldrush days. Zane Grey wrote it. With Richard Arlen, Jack Holt, Fay Wray, droll Eugene Pallette.

COMING SHORTLY

THEY chat
Nothing to
Fear But
MONEY!

Mother's MILLIONS



Don't let a Cough
Torture you — take

RESIVAL



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